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## PRINCIPAL CONTENTS.

Harrisburg and Potomac Railroad.....	1045
Portsmouth and Dover Railroad.....	1045
Mexico and Vera Cruz Railway.....	1045
Illinois Central Railroad.....	1045
California Mountain Scenery.....	1045
Michigan Central Railroad.....	1046
Central Vermont Railroad.....	1048
Southern Pacific Railroad.....	1048
The Fatigue of Metals.....	1048
The Piney Creek Route.....	1049
The Coal Trade.....	1049
City Passenger R. R. Share and Bond Lists.....	1050
Railroad Earnings.....	1051
Federal and State Securities.....	1052
Railroad Bond and Share Lists.....	1053, 1062
Financial and Commercial Affairs.....	1069
The Recent Quick Trip across the Continent.....	1071
Railroad and Canal Dividend Statement.....	1078
Texas and Pacific Railroad.....	1074
Public Debt Statement.....	1074

## American Railroad Journal.

New York, Saturday, August 19, 1876.

### Harrisburg and Potomac Railroad.

Articles of incorporation of a company bearing the title of the Harrisburg and Potomac Railroad, of Maryland, have been filed among the archives of Washington County, under the general railroad act of the State of Maryland of 1870. The incorporators of the new company are: residents of Maryland, J. M. Hood, of Baltimore; S. Taylor Shaffer, of Antietam iron works, and David H. Wiles, of Hagerstown; residents of Pennsylvania, Daniel V. Ahl, Newville, and John Phillips, of Waynesboro'. The capital stock is \$50,000, in 1,000 shares of \$50 each. The new company is described as authorized to construct a railroad, with all the powers incidental thereto under the act, from some point on the Pennsylvania State line (the southern terminus of the road of which this is designed to be a continuation) between Waynesboro Station and the Antietam creek to the Western Maryland Railroad at or near Raven Rock bridge.

The necessity of incorporating the Harrisburg

and Potomac Railroad, of Maryland, grew out of the fact that the charter of the Harrisburg and Potomac Railroad now in operation only gives them the right to extend their road within the State of Pennsylvania, and consequently in order to form a connection with the Western Maryland Railroad near Smithsburg, as is proposed, it was found necessary to incorporate a company in Maryland.

The Baltimore Sun, from which the above was obtained, says that Col. Ahl, president of the Harrisburg and Potomac Railroad, has purchased one thousand tons of railroad iron, and the work of grading and laying track is progressing rapidly.

### Portsmouth and Dover Railroad.

At the annual meeting of the stockholders of this company held at Portsmouth, N. H., on the 9th inst., Frank Jones, Daniel Marcy, John H. Broughton, Albert R. Hatch of Portsmouth, Oliver Wyatt, Andrew H. Young and Chas. H. Sawyer of Dover were unanimously elected Directors.

The Directors re-elected the officers of last year viz: Frank Jones President; George L. Treadwell, Vice President; Wm. H. Hackett, clerk.

Votes were passed instructing the directors to ascertain the amount of debts and issue stock therefore, the same to be offered to stockholders at par. The act of the Legislature of July 12 was accepted. A vote was passed prohibiting any future indebtedness except created by a vote at a corporate meeting.

It was also voted that if any stockholder neglects or refuses to take and pay for new shares he may have bonds at par to the amount of his share of stock convertible into stock.

### Mexico and Vera Cruz Railway.

There are about 860 miles of railway in Mexico, of which the line from Mexico to Vera Cruz (263 miles) is the most important. It is one of the wonderful engineering enterprises of the world, and cost \$27,000,000. It was begun in 1852, and was opened to public traffic through its whole extent in January, 1873. About sixty miles of the road extend over the mountain region between the coast and the great Mexican plateau, at an average grade of 183 feet to the mile. The road is carried along the flanks of lofty mountains,

through long tunnels, and over bridges spanning deep ravines, and in its course from Vera Cruz to the City of Mexico the traveller experiences every variety of climate within the space of a few hours, and the natural productions peculiar to each are successfully passed in review, from the sugar cane, indigo plant and plantain of the tropics to the pines, firs and lichens of the north.

### Illinois Central Railroad.

During the month of July, 1876, 320 acres of land were sold for \$2,708. The cash collected on land contracts during the same time was \$6,843 92. The traffic on the main line in Illinois was \$376,932 85, against \$526,042 44 in July, 1875. The traffic of the Iowa lines, (leased at 85 per cent of gross receipts), was \$105,069 92, against \$189,856 45 in July 1875.

On the 4th and 5th ultimo, a storm of exceptional violence broke upon the line in Northern Illinois and Eastern Iowa. Five inches of rain fell in ten hours, many culverts were washed away and other damage was done, suspending the passage of trains. Notwithstanding the most vigorous efforts of the Company's Officers, business was not fully resumed for a fortnight. Hence a decline in earnings.

### California Mountain Scenery.

Prof. Davidson, Chief of the United States Coast Survey, who is now engaged with a corps of Engineers in making signal observations upon the summit of Mount Diabolo, a high mountain on the Pacific coast near Benicia, Cal., gives some interesting items concerning the altitude and distance of some of the most prominent points visible from his quarters on the mountain top. The view from the summit is a grand one and embraces an area, including land and ocean, of no less than 32,000 square miles. The most distant point within range of observation is Lassen's Peak, in the Sierra Nevada, which is 183 miles from Mt. Diabolo, and has an altitude of 10,650 feet; Snow Mountain, 7000 feet high, 114 miles distant; Downieville Buttes, 8720 feet, 157 miles distant; Lolo Mountain, near Truckee, 8280 feet high and 136 miles distant, are also all visible. Nearly all the mountains of the Sierra Nevada range are to be seen and the Coast Range all the way up to

the northern end of the State are in view. Of the nearer mountains Clay street hill, in San Francisco, 32 miles distant, can be discerned, and Mt. Lyell, the site of the new Lick Observatory, 4800 feet high, and 52 miles away, is in sight. At a distance of 83 miles the horizon of the sea is seen, and on all sides the eye rests upon miles and miles of the mining and agricultural country of California.

#### Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1875 and 1876, have been as follows:

	1875.	1876
From passengers.....	\$1,793,727 66	\$1,863,642 65
" freight.....	3,692,267 01	3,664,340 20
" miscellaneous.....	295,943 10	241,937 60
	\$5,781,937 77	\$5,569,920 45

#### Expenses, viz:

Repairs road, etc....	\$375,838 45	\$359,601 92
" buildings....	96,455 62	77,024 64
" locomotives....	232,308 97	277,927 96
" cars.....	353,557 64	355,809 68
Locomotive service..	281,126 02	329,847 58
Train service.....	262,492 08	317,824 92
Station service.....	942,857 65	482,831 90
Water service.....		9,410 27
Fuel.....	581,109 61	468,701 40
Oil and waste.....	67,231 21	71,975 51
Stationery, etc.....	50,844 39	48,151 65
Taxes.....	177,815 55	119,034 69
Foreign agencies.....		170,696 25
Telegraph.....	52,554 25	60,428 99
Miscellaneous.....	89,409 88	68,105 34
Car mileage.....	256,587 67	131,912 57
General expenses....		134,423 80
Rentals.....	42,624 58	117,774 60
Loss and damage....		68,657 42

\$3,862,813 58 \$3,720,140 59

Net earnings.....\$1,919,124 19 \$1,849,779 86

Compared with the previous year the gross earnings of 1876 show a decrease of \$212,017 32, with a decrease in expenses of \$142,672 99—making a decrease in net earnings of \$69,344 33.

The earnings from passengers show a decrease of \$130,085 01, from freight a decrease of \$27,926 81, and from miscellaneous a decrease of \$54,005 50.

Passenger earnings per mile were \$5,857 90; freight, \$12,902 61; miscellaneous, \$851 89—total, \$19,612 40, a decrease compared with the previous year of \$746 53.

The expenses of operating the road (not including taxes) were 67.91 per cent. In 1875 were 68.72 per cent. The expenses including taxes, the past year were 70.05 per cent, against 66.80 per cent. in 1875.

The following is a comparative statement of the earnings of the entire line, including branches, for the fiscal years ending May 31—

	1875.	1876.
Passengers.....	\$2,318,998 66	\$2,138,233 41
Freight.....	4,447,388 69	4,417,275 52
Miscellaneous.....	335,449 06	295,455 13

\$7,102,286 41 \$6,850,964 06

Operating expenses..\$4,847,724 20 \$4,636,225 73

Taxes.....220,873 56 166,676 50

\$5,068,597 76 \$4,802,902 23

Net earnings....\$2,034,188 65 \$2,048,061 83—showing a decrease in gross earnings of \$251,322 85, with a decrease in expenses of \$265,195 53, making the increase in net earnings \$13,873 18.

The ratio of expenses to earnings in 1876 is

70.10, against 71.35 in 1875; exclusive of taxes, 67.67 in 1875, against 68.25 in 1876.

The gross earnings of the main line separately, (including the Air line division, which is simply a double track, and used as such) during the year ending May 31, 1876, were \$5,696,302 50, against \$5,908,179 86 in the previous year, a decrease of \$206,777 36. The expenses during the past year were \$3,990,085 32, against \$4,140,769 18 in the previous year, a reduction of \$150,683 86. The net earnings were therefore \$1,706,317 18, against \$1,762,410 68, a decrease of \$56,093 50. The President in his report says:

As in last year's report, the Main and Air Lines are considered one line. The Air Line is simply a double track and used as such for Main Line. The through freight business of the company passes over it from the west. The passenger traffic, and return through cars west, pass over the Main, or old line. These two tracks are therefore properly treated as one line, both as to the earnings and expenses.

While the earnings have been about the same this year as last, the business has very largely increased over that of any former year. It has been the largest increase indeed which the road has ever had in any one year, and has been general in all classes of freight, and upon all lines. The increase in through east bound freight has been 72,800 tons. In west bound through freight, the increase has been 62,798 tons. Local east bound freight has increased 52,579 tons, and local west bound 28,774 tons. The increase in the freight upon the branches has been 93,795 tons. The total increase in through freight on the Main Line has been 135,598 tons, and local 83,353 tons. The whole aggregate increase of freight has been 310,746 tons. The aggregate increase of tonnage on the Main Line has been 216,951 tons, and the gross tonnage on the Main Line has been 1,858,231 tons. It may be well again for the stockholders to note the continuous increase in the business of the main line.

In 1870, six years ago, the whole tonnage handled was 823,770 tons. In the next year it was 1,105,875 " In 1872.....1,238,313 " In 1873.....1,416,792 " In 1874, it was.....1,593,954 " In 1875, it was.....1,641,280 " And now in the last year.....1,858,231 "

It will be seen how regularly and steadily the volume of traffic has been increasing since the capacity of the road has been made adequate to the business, even through the disastrous times of the last three years.

The results, however, of so large an increase of business have been but little more net money than from the smaller business of the year before. Indeed as the business has increased year by year, the rates have fallen off, and so regularly and steadily that with a large annual increase in the volume of business, both the gross and the net earnings have remained for several years not far from stationary. The earnings from freight the last year indeed have not been as large as they were in the year which ended in May, 1873, by the sum of \$188,593, though the number of tons transported have exceeded those of that year by 441,439 tons. That the company has been enabled to realize as much, and some more net results from a business nearly a third larger, has been owing to the fact that it has been possible to save money by a more economical, or rather a less expensive management. The ability to work the road so much cheaper, is the result of many causes. The largest is that it has been made fully adequate to the business to be done in all its appointments. Its track is almost entirely steel rail, and requires but moderate renewals, and the prices of labor and all material used in working and maintaining equipment and track have been greatly reduced. The current working expenses there-

fore are at figures which seemed impossible three years ago.

The annual report of last year contained statements showing the steady reduction of rates for ten years, and the consequences upon the earnings of the road, and the losses by reason thereof upon the business done. It will be proper again to note the results upon the business of the year of the continued reduction of rates as compared with those of only the last three years. The average rate per ton per mile in 1873 was 1.57 cents. In 1874 it fell off to 1.30 cents. In 1875 it fell to 1.16 cents.

With the rates of 1873, only three years since, on the business done the past year, the earnings from freight which were.....\$3,664,340 20 Would have been.....5,566,758 52 Or more than were actually realized by.....1,902,418 32

Which is more than five per cent. dividends lost by reduction of rates is only three years.

With the rates of 1874, the earnings of the past year would have been increased by.....\$974,628 00

Which is lost by reduction in the rates in the two last years.

With the rates of only one year ago, the earnings would have been larger than they were the past year by.....\$475,044 84

That stockholders may know the rates at which the respective classes of business have been done during the year, it may be stated that the average rate on east bound business has been .82 per cent. per ton per mile. On west bound it has been .78 per cent. per ton per mile. Average on both has been .81 per cent. per ton per mile. On local business east bound, the average rate has been 2.04 per cent. per ton per mile. On local west, it has been 2.43 per ton per mile. The average local rate has been 2.20 per ton per mile.

It will be observed that the most valuable through freight, which is merchandise of all kinds from the east to the west, is carried at the lowest rates, and that therefore the business which can afford to pay the most, yields the least revenue to the Railroads.

This steady reduction of all rates, and especially of rates on west bound business, is the result primarily of the controversy of the Boston and Albany, and New York Central, with the Vermont Central and Grand Trunk roads, and with the Baltimore and Ohio, and which has become intensified by the extension of the latter to Chicago, about, or little more than a year ago. Each of these lines furnishes a less favorable connection perhaps between Boston and the west than the more direct line of the Boston and Albany and New York Central.

The consequences resulting from this controversy have been so detrimental to the railway property of the west, north of the Ohio and east of the Mississippi, that the managers of the railroads east from Chicago, last fall endeavored to obviate the difficulty on east bound freight by an agreement among themselves to pool the whole business from Chicago upon certain agreed terms. This agreement was made under the approbation and approval of the President and Vice President of the New York Central Road, both of whom were, and are in the management of the Lake Shore and Michigan Southern Railroad. By the terms of the agreement, it was to continue for two years. It had worked so satisfactorily to the parties, that efforts were being made, with fair prospects of success, to include all roads north of the Ohio extending to St. Louis and other points, when it was abruptly terminated by the withdrawal of the Lake Shore and Michigan Southern from the agreement, and the warfare of rates and fares now existing immediately commenced. While that arrangement existed, in consequence of the larger increase of business of the Michigan Central over the other roads east from Chicago,



this company paid from its earnings to the other two companies, which were short, \$50,000.

In the passenger business, there has been a loss of \$127,952.24 during the year on the Main Line. The east bound through passengers during the year fell off in numbers 9,598. In the west bound through, there was an increase in numbers of 1,852. In local east bound there was an increase of 22,785, and in west bound of 49,262. There was also a slight increase in emigrants. There was a loss in earnings in all classes, except west bound local passengers and emigrants. The cause is reduced fares, a result of competition. The number of passengers carried on the aggregate, was something more than 50,000 above those of the year before.

The ratio of expenses to the earnings on the Main Line, including taxes, has been 70.05 per cent., and excluding taxes 67.91 per cent. On Main Line and branches together, the ratio has been 70.10 per cent. with taxes, and 67.67 excluding them. The decrease in the gross earnings of the company has been 3.54 per cent.

The floating debt created for reconstruction, steel rails, &c., of the company is \$856,000, less cash to apply in New York, \$156,000, leaving a total of \$700,000. Last year this debt on the 31st May was stated at \$770,000. It will be remembered, however, by those who read the December semi-annual statement, that in June and soon after 4,500 tons of steel rail, which had been contracted for before the panic, were paid for in the notes of the company amounting to \$435,888.80. The floating debt of June 1, of \$770,000 was therefore almost at once increased to \$1,205,888.80. This debt has been reduced by payments to the present amount of \$500,600 during the year from earnings.

There are on hand yet two thousand eight hundred tons of steel rail, which is enough to complete the Main Line track with steel, there being only that amount of iron left in it. These rails are all paid for, and are probably all which will be required for the year. Though in the accounts something is properly charged to construction for betterments, all expenses of operating and construction have been paid from earnings. The cost of construction for the year has not been large, and is stated, so far as the items are concerned, in the report of the Superintendent. The construction account has been increased somewhat more, apparently than the amount expended during the year. This is due to the adjustment of old accounts connected with reconstruction in the past, and not to any new expenditures. It was believed at the beginning of the year that the floating debt would have been extinguished, and that the company would have been in a position in January to have made some dividend to stockholders.

The amount now standing to credit of income account is \$2,247,997.32, the increase during the past year having been \$608,232.18. This is larger than the net earnings of the year, after paying interest and rents, and results from the fact that there was an unusually large amount of uncollected earnings at the close of the prior year which have come into the receipts of the present year.

Since the removal of the treasurer's office from Boston to Detroit, which was done solely from motives of economy, there has been no office of the company except at Detroit. The stock of the company has, to some extent, become a subject of speculation, and, as is always the case in such circumstances, many unfounded rumors have been set afloat, and especially relative to the securities of the leased lines and prejudicial to their credit. With no representation in New England, where these securities have been largely held, it has not been easy to counteract their effect and save holders from unnecessary loss. The board, therefore, now avail themselves of the opportunity to state that they consider the obligations assumed by the company relative to the leased lines as sacred as any of its obligations of any description; and further, that the earnings of the company, even in these times of the impaired prosperity of the country, though they may be still further ef-

fected by a disastrous and, as they believe, unnecessary warfare among competing roads, have proved to be, and continue to be such that there should be no reasonable apprehension among the holders of any of the securities direct or guaranteed by the company. With the deterioration of rates in the past, the increase of business and reduction of expenses in management have counterbalanced the losses, and with either a revival of the business prosperity of the country, and consequent increase of business even at present rates, or a cessation of the present warfare among great competing routes, there would be no doubt of the ability to earn and make reasonable dividends. Former rates, it is clear, can never be again realized, but those of one or two years ago, with peace, might be realized immediately, and with only those, and with the natural increase of business, satisfactory dividends might soon be made.

The length of road operated was the same as during the previous year, viz: Main Line (including 14 miles, Chicago to Kensington, used jointly with the Illinois Central Railroad Company) 284 miles; branches, 519.72 miles—total, 803.72 miles.

The company have 213 locomotives, distributed as follows: Main Line and Air Line, 144; Joliet Division, 7; Grand River Valley Division, 9; Jackson, Lansing and Saginaw Division, 16; Niles and South Bend Division, 1; Kalamazoo and South Haven Division, 2; Detroit and Bay City Division, 9; in shop for repairs, 18; condemned for service, 7.

The stock in car department is as follows: 70 12-wheel, and 8 8-wheel 1st class, and 29 12-wheel 2d class passenger cars; 1 12-wheel paymaster's and 1 12-wheel dining; 2 12-wheel and 6 8-wheel passenger and baggage; 3 12-wheel postal; 18 12-wheel and 17 8-wheel baggage and mail; 1 inspection, 107 way or conductors', 184 large and 186 small stock, 219 double deck, 1,841 merchandise, 498 combination, 873 Blue Line, 6 refrigerator, 1,804 platform; 2 derrick, and 1 pile driver.

The total number of passengers carried during the year was 893,279, of whom 152,331 were through, and 740,948 local. Number of passengers carried one mile, 70,566,893. Total number of tons of freight moved, 1,858,231, of which 1,093,643 were through, and 764,588 local. Number of tons carried one mile, 356,843,495. Miles run by locomotives, 6,617,430.

The funded debt of the leased roads, which has been assumed by this company, is as follows, all bearing 8 per cent interest, payable semi-annually:

Michigan Air Line, due in 1890, interest payable May 1st and Nov. 1st.	\$200,000
Grand River Valley 1st, 1886, January and July.	1,000,000
Grand River Valley 2d, 1879, March and September.	500,000
Kalamazoo and South Haven 1st, 1890, May and November.	640,000
Kalamazoo and South Haven 2d, 1890, May and November.	70,000
Jackson, Lansing and Saginaw 1st, 1885, January and July.	1,315,000
Jackson, Lansing and Saginaw 2d, 1878, March and September.	154,000
Jackson, Lansing and Saginaw, Northern Extension, 1890, May and Nov.	783,000
Jackson, Lansing and Saginaw, Consolidated, 1891, March and September.	2,001,000
Detroit and Bay City 1st, guaranteed, 1902, May and November.	274,000
Detroit (Bridge and Branch) 1903, May and November, guaranteed.	150,000

An aggregate of.....\$7,087,000

—the interest upon which is \$566,960; to which add interest upon Michigan Central bonds outstanding, (\$921,440), Grand River Valley dividend (\$24,560), Jackson, Lansing and Saginaw rent and expenses (\$70,750), and Joliet and Northern Indiana rent (\$89,000)—making a total of \$1,672,710. The company however receives as stockholder in the J. L. & S. R. R. Co., \$23,579.50, which is deducted from the rent, leaving a balance of \$1,649,180.50.

#### INCOME ACCOUNT.

Operating expenses, Main and Air Lines.	\$3,990,085.32
Interest account, Main and Air Lines	891,649.59
Joliet Division	\$78,317.58
Grand Rapids Division	78,078.51
Jackson, Lansing and Saginaw Division	107,309.14
South Haven Division	42,868.74
South Bend Division	13,018.10
Nunica Division	7,426.26
Branch road balances	826,518.83
Paid L. S. & M. S. R. R. Co. and Pennsylvania Co. on Pool Contract, from excess of M. C. R. R. earnings	50,160.86
Amount of old cash items represented by "suspense ledger" against foreign roads uncollectible	239,027.08
Balance	2,247,997.32
	\$7,745,438.50
Balance from previous year	\$1,639,765.14
Receipts, Main and Air Lines	6,105,673.36
	\$7,745,438.50

#### CONDENSED BALANCE SHEET.

Construction account	\$27,986,864.57
Construction branches	4,588,204.06
Sundry securities	724,178.20
Equipment bond trustees	585,000.00
C. & M. L. S. R. R. Co.	107,840.19
Detroit and Bay City Railroad Co.	216,354.26
Cash in the hands of "Farmers' Loan and Trust Co." to pay bills payable	155,828.06
Cash in hand of C. F. Livermore, Treasurer	66,368.09
Bills receivable	10,143.68
Material account	538,294.95
Uncollected earnings, freight and mail	188,593.55
Sundry accounts	7,840.63
	\$35,170,510.24
Capital stock	\$18,738,204.00
Mortgage Loan	\$556,000.00
1st Sinking Fund	1,508,000.00
2d Sinking Fund	671,000.00
Equipment	600,000.00
Consolidated	8,000,000.00
Air Line	1,900,000.00
	13,235,000.00
Income Account	2,247,997.32
Unpaid Dividends Coupon and Rent	47,755.00
Vouchers Payable	45,033.00
Bills Payable	856,520.92
	\$35,170,510.24

President.—JAMES F. JOY.

Vice President.—SAMUEL SLOAN.

Directors.—James F. Joy, Detroit; Samuel Sloan, Moses Taylor, Geo. F. Talman, August Belmont, Isaac B. I., John J. Astor, R. G. Rolston, New York; Nathaniel Thayer, Boston.

Superintendent.—H. B. LEDYARD.

Treasurer.—C. F. LIVERMORE.

Mr. W. G. Rowell has been appointed superintendent of the Southwestern (Georgia) Railroad in place of Mr. Virgil Powers.

**Central Vermont Railroad.**

The following outline of the plan of reorganization which the managers of this company are preparing to submit to the security holders is from the St. Albans Messenger:

They propose to form a new company to own the Vermont Central and Vermont and Canada roads. They will issue \$7,000,000 of 6 per cent. 30-year bonds, secured by first mortgage on both roads. They will have \$3,000,000 of common stock and \$1,000,000 of preferred stock.

These securities will be divided and offered to old security holders as follows: To the holders of the funded trust debt (i. e., the Vermont and Canada guaranteed 8s, the equipment loan, and the income and extension bonds, but not including the Stanstead, Shefford and Chambly and Missisquoi bonds), about \$3,900,000 of first mortgage bonds; to the holders of the floating debt \$1,500,000 of the same; to the Vermont and Canada, \$1,500,000 of the same. To the Central Vermont stockholders, \$1,000,000 of preferred stock and \$700,000 of common stock; to the Vermont Central first mortgage bondholders, \$2,000,000 of common stock; to the second mortgage, \$300,000 of the same. The new corporation is to pay all debts of the old management not otherwise provided for.

This, in brief, is the proposition. It proposes to pay the trust debt in full; to pay 66 $\frac{2}{3}$  per cent at par of the first mortgage bonds without interest, and 20 per cent. of the second mortgage. It proposes to pay 50 per cent of the Vermont and Canada, without interest, and as the interest in arrears now amounts to upwards of \$960,000, it will be seen that unless they treat this interest as a part of the trust debt (and this is not in the programme), the Vermont and Canada will get but a pittance of its worth. It should be borne in mind, too, that the offer is not of so much money, or of securities which have a market value; it is of stock and bonds which unitedly represent a capital higher than the roads would now sell for (\$11,000,000), and there is a certainty that it would be more than this, under the clause that the new company shall pay all other debts than those above specified. For instance the foregoing provision for the floating debt is \$1,500,000; the actual floating debt, exclusive of all interest claims, is certainly in excess of \$2,000,000.

**Southern Pacific Railroad.**

The progress of construction on the Southern Pacific Railroad continues to be more rapid than was anticipated. An additional section of 50 miles, from near San Geronimo Pass to Indian Wells, was recently completed and accepted by the Government Commissioners. This leaves only about 100 miles between the end of the track and the State line, on the Colorado river. The contract for building a drawbridge over the Colorado river was recently made. The grading of the intervening 100 miles, which is extremely light, will soon be completed. The mountain work through Tehachapi Pass, which was heavy and necessarily slow and expensive, is now complete, and the track is being laid to the plains beyond, and is being pushed forward toward Soledad canyon at the rate of two miles a day! The mile-and-a-half tunnel, through the San Fernando Mountain, which has been in course of construction for many months, with a large force working eight hour shifts night and day, is also nearly complete. Daylight was let through the headings several days ago; light is, therefore, now had from end to end, and the workmen have a current of pure air while they finish the little bottom work remaining to be done. Ten days will complete it. Track-laying will then go on from both the north and south until the entire line now unfinished between San Francisco and Indian Wells (by way of Los Angeles) is completed, which will not be later than the fifteenth of September. Then all who wish to travel to or from Southern California can ride in a silver palace sleeping car, making the trip between San Francisco and Los Angeles in

18 hours and between Los Angeles and Indian Wells in a few hours more. At Indian Wells four horse stage coaches connect with the cars running to all parts of Arizona. Complaint has occasionally been made against the railroad company for real or imaginary wrongs, but its managers have never been charged with disappointing the public in the progress of railroad construction or in the quality of the work when done. Indian Wells is situated on a plain 23 feet below the level of the ocean. The soil is now sterile and unproductive; it is so only because there are no running streams on the surface; but an abundance of pure water may be had by digging to a depth of 6 to 15 feet. No country near a railroad, with soil so rich and water so easily obtainable, will long remain unsettled or unproductive in California. The completion of this great work, which has been so quietly but vigorously pushed ahead, will mark the commencement of a new era in the business relations of San Francisco with Southern California and Arizona. All the Southern Pacific Railroad Company of California needs is the authority of Congress to push their road through Arizona far toward Texas, in search of an eastern connection with Scott's road. Our Southern Pacific line and the Pacific Coast public were led, and had a right, to expect that Scott's road would now be at the Colorado. Scott, however, is besieging Congress for more subsidy and building no road, while our California company has got as far east as its authority extends, under the Act of Congress. Should Congress authorize the Southern Pacific Railroad Company of California to build on from the west until they meet Scott's road from the east, we would soon have a through continental road, avoiding winter snows, with direct connections to St. Louis, Texas, and the Gulf of Mexico. The importance of such a road to the future commercial interests of the Pacific coast can scarcely be estimated.—*San Francisco Real Estate Circular.*

**NEW BOOKS.**

The "Fatigue-of-Metals" from the German of Prof. Ludwig Spangenberg. D. Van Nostrand, New York, 1876.

This is a much needed work, but its intensely scientific character together with the stiffness of style almost inseparable from a translation makes it require study.

S. H. Shreve, Esq., the Chief Engineer of the Gilbert Elevated Railroad, widely known by his elaborate treatise on bridges and roofs, opens the work with a preface which is far too short.

Ordinary experiments on the strength of metals gives the result of a single strain, gradually increased until it succumbs.

Delicately powerful testing machines, of which that in the School of Mines, at Columbia College, made by Messrs. Fairbanks, the celebrated scale manufacturers, is probably the best example, allow such tests to be multiplied rapidly and accurately, so that the mean, or what is infinitely more important—the minimum, rending or crushing strains of a good number of samples may be and have been obtained and long since made available. But such are only a few of the points about a material which it is important to consider.

We have known for many decades, that vibration "kills" metals. The springs of our Broadway omnibuses last only six months. Cannons stand only a limited number of discharges, and car axles only a limited period of concussions under a car. But against all this we have the knowledge that the hair-springs of some watches have stood a very satisfactory number of repeated strains in opposite directions without failure or perceptible weakening. The laws are not understood.

Liberal means having been provided, Prof. Spangenberg conducted a protracted series of experiments, to determine them or to contribute to the material for such a result.

His conclusions are given in a 16 mo. volume of 90 pages with numerous tables and several small illustrations.

Elaborate machinery was provided to induce regularly intermitted strains. He subjected the metal under test in some instances to successive uniform strains, letting up only partially between each strain. In other instances he relieved the material by reducing the strain to absolutely nothing between each strain. In others still, he subjected the material to strains which changed alternately from a strain in one direction to a strain in the other, as from extension to compression.

We omit his credits to the previous experiments of Styffe, Sandberg, and Wohler. Americans will esteem the result the more reliable if as we are elaborately told they differ but little from Moll's, Reine und Angew. Elem. Mechanik (Braunschweig, 1854); and Redtenbacher's Dymandensystem (Mannheim 1857), and the Zeitschr. des Oest Ing. u. Arch. Ver. (1873). Massing the previous wisdom with the results of the new experiments this learned professor deduces conclusions of which we can give but a few points.

His loads are given in German Centners, each equal to 110.2 lbs. of our favorite avoirdupois. Twenty of these Centners make a near approximation to our long ton of 2240 lbs., and we will approximately reduce thereto some of his conclusions.

Under simple stretching strains, relaxed to zero between each, a sample of Westphalia iron one square inch in section, under repeated strains of 24 tons each, broke after 4,700 strains. A similar sample broke with 16 tons after a half million repetitions of the strain. A steel which broke with 83,000 pulls of 30 tons was sound after twelve million pulls of 24 $\frac{1}{2}$  tons. Krupp's practically enduring axle steel was subjected to strains of 32 tons each and broke with 81,000 pulls. A similar sample subjected to strains of 25 tons broke with 429,000 pulls.

We have before alluded to the necessity of knowing not so much the average, as the minimum strains with which metals of a given brand in bridges and like important situations will fail. The variations or range of endurance of similar samples subjected to "fatigue" seems greater than the range in the ordinary testing machines. Three samples of Westphalia iron, for example, were strained at each revolution of the eccentric to 18 tons per square inch; one broke at the 180,800th revolution, another at the 433,572d, and a third did not fail until the 596,089th pull had been inflicted. Two samples of Firth & Sons' steel were strained 24 tons per square inch; one broke with 229,000 and the other with 692,000 revolutions, while two similar samples of the same strained respectively 23 tons and 25 $\frac{1}{2}$  tons were both sound after 12,000,000 pulls.

Phosphor bronze, while a material able to withstand fatigue more than any other in the resisting of repeated irregular shocks, bending, twisting and compressing, does not bear as many repeated extensions under a heavy load, as some of the



German brands of iron and steel. It is evident that some of the previous assumptions, that experiments under one kind of strain will serve for all, are not warranted. We must, it seems, have separate experiments on extension, compression, bending and twisting.

To experiment with reasonable economy, and so that the results shall be valuable requires the highest order of talent. It is not unusual to discover near the termination of a series that some essential condition has been overlooked, and that the whole must be begun again. Possibly the lapse of time, in which each strain is put on and taken off, will be found by some future experimenter to be important. It is certainly easy to conceive that the machinery might be worked so rapidly that the vibrations would play into each other, and contribute either to increase or to annul each other, so that the results would be greatly affected. We observe no statement how rapidly the machinery was allowed to work, or whether any care was taken that the rate of revolution of the eccentric by which the strain was induced should be always uniform. As high a number as 132,000,000 of strains is talked about in one instance. There are less than a hundred thousand seconds in twenty-four hours, and to inflict the strains at the rate of three per second, day and night, would require one and a half years for that single trial.

It is stated somewhere in the work that the experiments collectively have extended over a period of 12 years.

The tests for bending and twisting were, so far as we can observe, about as variable in their results as the simple tension. Three equal samples of English spindle iron being subjected to repeated equal transverse strains broke respectively at figures closely approximating 400,000, 500,000 and 900,000 bendings. Three other samples of the same strained a little less (we fail to comprehend exactly how the 16 and 15 tons respectively were measured) broke with 400,000, 1,000,000 and 1,100,000 of the slight deflections. Three more, strained also uniformly with each other but less than the preceding three, broke with 1,000,000, 1,000,000 and 1,300,000 bends.

The subject is a great one; the experiments seem to have been unusually elaborate; the results have been presented in detail in tables.

The following is an extract from near the close:

"The rupture of iron and steel under torsion shows a smooth surface adjacent to the fracture, while that of bronze is shining, and phosphor bronze is often dark brown or blackish on the opposite side. This may be explained by supposing that after the breaking up of crystals into molecules, these partly resolve into atoms, those of tin gathering at one place, those of copper and phosphorus at another.

"We must reject the theory that iron is made crystalline by repeated tension, since bending and tension appear by our experiments, to break up the crystalline structure; while compression promotes it. So the upper parts of rails become crystalline and hard because subjected to compression. Whether irregular shocks promote crystallization remains to be determined by experiment."

A railway from Manchester to Haverhill, Mass., through Hamstead and Atkinson, is projected.

#### The Piney Creek Route.

A meeting was held in Dover Meeting House, Baltimore county, on the 12th inst., to consider the propriety of securing the building of a railroad from Hanover, Pa., to pass through the Western Run and Worthington Valleys until it intersects the Western Maryland railroad at Reisterstown, making a new route from Harrisburg. A map of survey made a few years ago by Mr. Irwin, former president of the Western Maryland railroad, was examined and the announcement made that an engineer had been employed and a new survey ordered, the expenses to be equally divided between the Hanover railroad and the advocates of the valley route. The line to be surveyed is called the Piney Run route, and traverses a rich section of the Worthington Valley. A committee composed of John Carroll, C. L. Conrad, C. T. Cockey and E. P. Philpot was appointed to pursue such methods as would bring out the building of the road.—*Balt. Sun.*

The Cambria Iron and Steel Company, of Johnstown, Penn., have in the Annex, Main Building of the Centennial Exhibition a fine exhibit of the minerals used in their business and mined upon their premises, together with some of the manufactured products. An arch is erected, at the top of which are steel and iron rails, and down the sides are rail piles, ingots, blooms, spiegeleisen, "muck ball," mill pigs, Bessemer pigs and coke. Around the base of the arch are arranged coking coal, rolling mill coal, a large block of coal from the Miller seam, at Johnstown, Belgian oven coke, fire clay, &c.

The bonded debt of the State of Vermont has been reduced \$32,000 during the year. The resources exceed the nominal liabilities \$72,900, of which sum \$135,500, known as the "Agricultural College Fund," is deposited with the State Treasurer, though only the yearly interest on this amount will probably ever be called for. This, with the excess of resources, gives \$208,400. Out of this sum, however, is to be paid \$100,000 bonded debt, which falls due Dec. 1, as well as the legislative and ordinary expenses for the coming year.

At a meeting of the bondholders of the New York and Boston Railroad held in this city on the 10th inst., the committee appointed at the last meeting recommended the issue of \$4,000,000 of preferred stock, and also that first mortgage bonds be sold at 85 cents, which was adopted. The Chief Engineer of the road stated that \$1,000,000 would complete the road, lay steel rails and build stations, &c. Messrs. Philo C. Calhoun and John W. Ellis were added to the Board of Directors.

The directors of the Lamoille Valley (Vt.) Railroad have completed a contract with the Portland Rolling Mills for 3500 tons of rails, sufficient to complete their road from Johnson to Swanton. The rails are to be delivered very soon, and the work of laying the same will be begun at both ends, and pressed forward until the road is completed. It is expected now that the road will be open through to Lake Champlain this fall.

The new Mining Exchange in this city has been permanently organized by the election of the following officers: President Wm. Ward; first vice president, Lawrence P. Bayne; Treasurer, Daniel Butterfield; Secretary, H. J. Hubbard.

#### The Coal Trade.

The coal tonnage for the week ending the 5th instant, as reported by all the companies, amounted to 383,207 tons, against 578,698 tons in corresponding week last year, a decrease of 195,491 tons. The total amount of anthracite mined for the year is 9,377,917 tons, against 10,089,577 for same period last year, a decrease of 711,660 tons. The quantity of bituminous coal sent to market for the week was 82,449 tons, against 75,920 tons for corresponding week last year, an increase of 8529 tons. The whole bituminous tonnage from the beginning of the coal year is 2,071,989 tons, against 2,134,780 tons in corresponding time last year, decrease of 62,794 tons. The total tonnage of all kinds of coal for the week is 465,656 tons, against 654,618 to corresponding date last year, a decrease of 188,962 tons, and the total tonnage for the coal year is 11,449,897 tons, against 12,224,357 tons to same date last year, a decrease of 774,460 tons. The quantity of coal and coke carried over the Pennsylvania Railroad during the last week was 84,844 tons, of which 26,885 tons were coal and 7959 tons coke. The total carried this year is 2,461,018 tons, of which 2,021,161 were coal and 429,914 coke. This total embraces all the coal carried over the road, east and west.—*Phila. Ledger, Aug. 14.*

The Pittsburgh Chronicle says that the Pennsylvania Transportation Company have consummated contracts at Parker City with the Pipe Manufacturers' Association for 300 miles of pipe. Operations will commence immediately, and the line to the seaboard be completed before the first of December. The engineers of the line are now receiving bids for pumps and boilers. The route is definitely located, and the bonds are being rapidly taken at par.

A contract for \$295,000 has been awarded for constructing the 26 miles of the Simcoe Junction Railway between Stouffville and Jackson's Point on Lake Simcoe. This part is to be finished by the first of October, 1877. The Nipissing Railway has leased the road for 21 years, furnishing the rolling stock, and keeping the road in good repair, for which they give the Junction Co. 25 per cent. of the gross earnings, payable half-yearly.

The Dutchess and Columbia, N. Y., railroad was sold by the referee in Poughkeepsie on the 10th inst. Mr. J. N. Whiting, of New York, purchased the road, with the exception of a small section, on behalf of the first mortgage bondholders, paying therefore the sum of \$297,500. Mr. T. P. Lowery, also of New York, purchased the balance, the right of way to the river, for the third and fourth mortgage bondholders, for \$40,000.

The Secretary of the Treasury has awarded to Messrs. Fisk & Hatch, bankers, of this city, \$2,160,000 five per cent bonds of 1881. These bonds were authorized by the acts of July 14 1870, and January 20, 1871, and bear interest, payable quarterly, from August 1, 1876. The competitors numbered twelve, and the bids ranged from 101.09 to 105.05, at which price the bid of the firm above named was accepted.

The receipts of the Midland Railway of Canada for the week ending July 31, 1876, were \$5,448 48. Same week last year \$10,340 36. Decrease, \$4,891 80. Total traffic to date, \$146,348. 14. Do. year previous, \$157,745 34. Decrease, \$11,397 20.



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Drums.	Cars.	COMPANIES	Cost of Road and Equipment	Share Capital	Indebtedness.		Earnings.		Dividends paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept 30, '76	11.00	No. 163	No 45	Albany..... N.Y.	221,500	200,000	79,500		131,000	38,717	P. c.	100	100	
Sept. 30, '76	1.00			Albany st. Freight (B'ton). Mass.	49,288	75,000			1,999	158		100	100	
Sept. 30, '76	28.00	491	98	Atlantic Avenue (Bklyn). N.Y.	1,281,912	660,200	490,000	20,107	376,017	126,809	5	100	100	
Dec. 31, '76	9.81	704	106	Baltimore City (Balt.). Md.	1,000,000	1,000,000			616,538	221,900	6	25	25	204
Sept. 30, '76	23.00	390	43	Bleeker st. & F. V. (N.Y.C.). N.Y.	1,801,795	900,000	697,000	49,107	248,785	61,992		100	100	
Sept. 30, '76	5.92			Boston and Chelsea..... Mass.	110,000	110,000			8,800	7,099	6.2	100	100	
Sept. 30, '76	13.83	310	60	Broadway (Brooklyn). N.Y.	473,576	200,000	210,000	40,059	225,486	53,516	12	100	100	
Sept. 30, '76	12.25	1200	147	B'way & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	280,159	1,004,302	268,261	6	100	100	
Sept. 30, '76	3.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	286,105	80,000			47,051	Loss.				
Sept. 30, '76	3.25	1973	441	Brooklyn City..... N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '76	3.25	297	72	Brooklyn City & Newtown. N.Y.	579,369	400,000	55,710	196,743	59,363					
Sept. 30, '76	12.93	231	57	Brooklyn Cross-Town. N.Y.	719,856	395,400	300,000	2,336	178,983	37,348		100	100	
Sept. 30, '76	17.86	111	28	Buffalo East Side..... N.Y.	414,238	28,000	238,000	140,838	62,332	9,991		100	100	
Sept. 30, '76	17.87	411	71	Buffalo street (Brooklyn). N.Y.	648,928	100,000	563,889	114,457	211,606	32,422		100	100	
Sept. 30, '76	11.00	134	32	Bushwick (Brooklyn)..... N.Y.	499,604	300,000	200,000	1,580	176,149	107,374		100	100	
Sept. 30, '76	30.30			Cambridge (Boston)..... Mass.	824,300	824,300	150,000		77,187	77,187	9	100	100	100
Sept. 30, '76	4.92	149	30	Central Cross-Town N.Y. City	847,046	600,000	240,000	20,519	74,979	Deficit		100	100	
Sept. 30, '76	24.00	1108	181	Chen. P. & N.E. (N.Y.C.). N.Y.	2,076,700	1,876,700	1,200,000	10,759	772,315	185,266	100	100		
Sept. 30, '76	6.00	176	26	Christopher & Tenth st. N.Y.C.	768,500	650,000	68,500	1,507	93,112	5,617		100	100	
Sept. 30, '76	9.80	842	49	Citizens' (Phila.). Pa.	232,467	192,750			359,714	106,982	40	50	20	130
Oct. 31, '76	9.61	227	38	Citizens' (Pittsburgh). Pa.	179,870	184,000	50,000	7,906	207,918	41,817	204	50	46	
Oct. 31, '76	15.03	248	26	Coney Island & Brooklyn N.Y.	716,769	500,000	307,000	37,070	207,280	37,793		100	100	
Sept. 30, '76	11.23	576	131	Dry Dock, E.B. & E. (N.Y.C.). N.Y.	1,191,213	1,200,000	1,005,000		937,476	322,356	8	100	100	
Sept. 30, '76	10.31	1075	112	Eighth Avenue (N.Y. City). N.Y.	1,823,076	1,000,000	203,000	105,000	839,785	136,410	12	100	100	
Dec. 21, '76	7.09	92	17	Elizabethtown & Newark. N.J.	276,920	232,725		44,195	46,833	8,443		100	100	
Oct. 31, '76	5.67	32	20	Federal St. & Pl. Val. (Pbg.). Pa.	156,719	100,000	75,000	10,000	72,901	8,639		25	25	
Sept. 30, '76	10.26	453	64	42d st. & Gr'd st. F. (N.Y.C.). N.Y.	1,054,679	748,000	236,000	49,022	348,096	56,907	9	100	100	
Oct. 31, '76	14.86	502	71	Frankford & Southwark (Ph.). Pa.	937,902	600,000	211,500		492,716	98,104	10	50	50	64
Sept. 30, '76	84.91	452	78	Germantown (Phila.). Pa.	772,305	539,514	106,500	21,600	471,319	103,017	7	50	50	70
Sept. 30, '76	8.77	153	27	Gr'd st. & Newtown (Bk'n) N.Y.	321,840	170,000	90,000	6,100	95,236	24,405		100	100	
Sept. 30, '76	8.50	172	41	Gr'd St. Prop. & Flatbush. N.Y.	460,59	200,000	200,000	102,427	77,578	2,700		100	100	
Oct. 31, '76	7.94	241	43	Green and Coates st. (Phila.). Pa.	262,912	150,000	100,000	6,500	211,719	61,322	274	50	15	50
Sept. 30, '76	11.96	329	26	Harim. Br. Mott. & P'dham. N.Y.	287,502	299,100	146,000		97,966	5,364		100	100	
Sept. 30, '76	11.86	321	66	Hous. W. st. & Pavonia Fy. N.Y.	717,250	238,750	178,500		238,498	50,400		100	100	
Oct. 31, '76	17.22	471	75	Highland (Boston)..... Mass.	402,727	300,000	125,000	21,737	359,918	98,106	16	50	25	26
Sept. 30, '76	5.50	264	38	Highland (Boston)..... Mass.	450,083	220,000	120,000	128,222	227,438	41,250	8	100	100	
Oct. 31, '76	10.75	69	22	Jamaica, Woodh' & Bklyn. N.Y.	100,000	100,000			22,019	594		100	100	
Oct. 31, '76	5.99	132	22	Lombard and South st. (Ph.). Pa.	179,807	125,000	62,500		109,882	21,309	12	25	124	20
Sept. 30, '76	7.50	7	4	Long Island City Shore..... N.Y.	165,000	75,000	90,000		20,761	8,337		100	100	
Sept. 30, '76	6.09	50	12	Lowell Horse..... Mass.	100,569	93,100		7,762	33,927	4		100	100	
Sept. 30, '76	12.79	252	37	Lynn and Boston..... Mass.	291,296	200,000	60,000	51,017	166,496	15,587		100	100	
Sept. 30, '76	8.50	60	16	Malden and Melrose..... Mass.	60,246	165,500	15,000					100	100	
Sept. 30, '76	5.21	90	15	Merrimack Valley..... Mass.	79,770	50,000			33,422	2,615		100	100	
Sept. 30, '76	47.59	812	268	Metropolitan (Boston)..... Mass.	2,703,761	1,500,000	743,442	326,245	1,236,707	219,968	74	100	100	624
Sept. 30, '76	10.03	812	63	Middlesex (Boston)..... Mass.	733,080	400,000	376,000	153,158	249,821	64,506	6	100	100	
Sept. 30, '76	8.55	62	8	Naumkang..... Mass.	207,197	150,000	35,900	1,890	32,020	2,792		100	100	
Sept. 30, '76	3.32	62	8	New Bedford & Fairhaven. Mass.	81,006	50,000		30,190	23,275	2,457		100	100	
Sept. 30, '76	4.20	200	12	New York Elevated..... N.Y.	1,677,522	798,300	771,000	108,322	93,657	def. 477		100	100	
Sept. 30, '76	7.50	200	17	New Wm. & Flatbush. N.Y.	328,558	300,000			33,677	3,197		100	100	
Sept. 30, '76	6.10	124	20	Ninth Avenue (N.Y. City). N.Y.	999,422	799,200	207,000	20,663	106,330	13,432		100	100	
Sept. 30, '76	11.16	241	29	North 2d St. & Middle V. N.Y.	242,310	142,100	125,000	2,948	148,351	69,979		100	100	
Dec. 31, '76	13.09	180	47	Orange and Newark..... N.J.	1,041,167	290,000	700,000	156,420	222,901	31,077		100	100	
Sept. 30, '76	14.40	61	13	Park Avenue (Brooklyn). N.Y.	412,095	200,000	300,000	64,000	123,715	31,978		100	100	
Oct. 31, '76	9.85	241	13	People's (Scranton). Pa.	162,719	150,000	15,000		42,108	1,008	8	100	100	
Oct. 31, '76	6.69	641	13	People's (Tovaville)..... Pa.	162,114	100,000	35,000	8,107	23,591	1,006	50	20	20	
Oct. 31, '76	12.79	119	119	Philadelphia City (C. & W.). Pa.	793,912	600,000	200,000	69,108	562,307	123,409	20	50	25	93
Oct. 31, '76	6.22	151	16	Philadelphia and Darby..... Pa.	326,869	200,000	100,000		131,718	41,718	10	50	30	31
Oct. 31, '76	13.17	121	40	Philadelphia & Gray's Ferry. Pa.	311,718	300,000	6,500	32,700	171,319	45,310	8	50	50	
Oct. 31, '76	8.75	121	40	Pbg. Allegheny & Manchest. Pa.	392,718	300,000	100,000		81,310	15,108		50	30	
Oct. 31, '76	6.50	132	40	Pittsburg and Birmingham. Pa.	190,822	150,000	60,000		59,172			100	100	
Oct. 31, '76	10.00	71	18	Pittsburg and Birmingham. Pa.	191,927	150,000	45,000	37,040	59,172			100	100	
Dec. 31, '76	7.13	49	18	Portland..... Me.	176,000	157,800		1,000	49,833	4,791		100	100	
Sept. 30, '76	5.00	212	43	Poughkeepsie City..... N.Y.	131,702	75,000	27,000	38,906	23,548	2,943		100	100	
Sept. 30, '76	16.78	290	44	Prospect Park & Coney I. N.Y.	1,011,126	500,000	500,000	3,224	151,178	43,339		100	100	
Dec. 31, '76	14.12	166	47	Ridge Avenue (Ph.). Pa.	423,951	450,000	58,400		249,316	61,102	10	50	30	66
Sept. 30, '76	17.00	1109	159	Rochester and Brighton. N.Y.	283,569	105,000	138,000	32,450	122,807	46,789		100	100	
Sept. 30, '76	22.00	635	169	Second Avenue (N.Y. City). N.Y.	2,547,402	1,199,500	1,217,000	45,000	780,147	185,657	8	100	100	
Oct. 31, '76	41.36	301	116	2d and 3d street (Phila.). Pa.	822,901	671,676	109,300		571,222	192,513	174	50	314	83
Oct. 31, '76	7.50	1075	123	13th and 15th street (Phila.). Pa.	209,437	190,000	50,000	10,000	249,608	79,314	124	50	100	
Sept. 30, '76	8.37	360	42	Sixth Avenue (N.Y. City). N.Y.	2,367,088	750,000	415,000	830,000	836,910	162,869	10	100	100	
Sept. 30, '76	10.36	106	28	South Boston..... Mass.	546,288	450,000	26,268	306,565	85,976		74	100	100	
Sept. 30, '76	6.50	106	28	South Brooklyn & Park..... N.Y.	114,774									



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	.....	.....	.....	.....	.....	.....
1876.....	117,417	144,132	180,246	197,000	213,996	189,370	194,000	.....	.....	.....	.....	.....	.....
Central Pacific:													
1873.....	852,860	694,015	939,778	1,199,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,263	1,366,924	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,388,209	17,035,063
1876.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	1,507,000	.....	.....	.....	.....	.....	.....
Canada Southern:													
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	.....	.....	.....	.....	.....	.....
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,473	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	464,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,238
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	320,392	332,055	353,719	353,530	442,457	441,390	397,269	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,237,853	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,287	574,258	805,802	929,311	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	657,497	576,271	964,930	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	9,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....	527,000	518,000	567,388	650,994	819,853	877,571	685,753	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	372,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
Erie:													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,423	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	.....	.....	.....	.....	.....	.....	.....
1876.....	142,963	156,111	174,335	148,573	141,289	141,426	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1872.....	637,430	531,627	575,393	559,971	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,919	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	588,446	608,126	605,494	546,032	585,969	614,484	482,003	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,363	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,400	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,500
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,531	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Michigan Central:													
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875.....	500,902	441,623	611,211	600,066	556,789	491,823	462,231	.....	.....	.....	.....	.....	.....
1876.....	518,567	548,669	583,981	610,543	629,348	533,170	430,625	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	.....	.....	.....	.....	.....	.....
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	297,678	3,613,776
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,812	.....	.....	.....	.....	.....	.....
1876.....	315,795	293,039	314,382	306,637	313,070	304,846	247,646	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,002	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,123	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	.....	.....
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874.....	243,915	211,409	226,288	214,630	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000	.....
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	.....	.....	.....	.....	.....	.....
1876.....	352,200	312,500	295,000	275,400	264,900	262,300	253,500	.....	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:													
1875.....	208,088	196,155	243,191	220,692	188,083	173,332	153,497	.....	.....	.....	.....	.....	.....
1876.....	246,098	282,879	271,230	234,002	237,								





## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	91-'9	116 1/2
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.) ..	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1891	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	113 1/2	Consol. Mortgage for \$2,000,000.	965,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	107 1/2		344,500	6	"	"	1893	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	100	Boston, Hartford and Erie:						
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdeley).....	15,000,000	7	Jan. and July.	New York.	1900	191
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	184
Allegheny Valley:							Mass. L. sec'd by \$1,000,000 Ber.	3,600,000	7*	"	Boston.	1899	....
General Mortgage.....	3,967,000	7 1/2	Jan. & July.	New York.	1896	101 1/2	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	92	Bonds of 1872 for \$1,000,000....	999,300	7	"	"	1892	108 1/2
Funding Income (traffic guar.)	5,403,900	7	"	"	1894	47 1/2	Boston and Maine:						
American Central:							Bonds of 1893 (coup. and reg.)..	3,200,500	7	Jan. and July.	Boston.	93-'94	110 1/2
1st Mort., guar. by C., B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Androscoggin:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100 1/2
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.							1st Mort.(gold)end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1903	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	82 1/2	Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,374,500	7*	April & Oct.	Boston.	1900	77	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort.(Wichita Br.) traf. guar.	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
Consol. mort. gold (Oct. 1, '76).	2,074,000	7*	"	"	1903	50	Mort. bonds ( " " )	3,000,000	7	Apr. and Oct.	"	1898	105
Consol. Second Mort. (gold)....	976,000	7*	April & Oct.	N. Y. or Bos.	1903	....	Buffalo and Jamestown:						
Land Income bonds.....	476,000	12	Jan. & July.	Boston.	....	105 1/2	1st Mortgage.....	1,000,000	6*	"	New York.	1902	....
Atlanta and Richmond Air Line.							Buffalo, New York and Erie:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	60	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	94
Atlantic and Great Western:							Buffalo, New York & Phila.:						
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	1st Mortgage.....	2,294,000	6*	Jan. & July.	New York.	1893	....
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	Burlington, Cedar Rapids & Minn.:						
Atlantic and Gulf:							1st Mortgage, stg., skg. fund....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mort. (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,060,250	7	April & Oct.	N. Y. & Bos.	1893	110
Atlantic and Lake Erie:							Stock Bonds pref. 3d lien.....	322,500	8	Jan. & July.	Boston.	1878	....
1st Mort. (gold) for \$5,000,000...	....	7*	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bos.	1879	106
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	308,500	8	Jan. & July.	"	1894	106 1/2
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	409,500	8	"	"	1889	....
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	Burlington and Mo. Riv. in Neb.:						
Atlantic and Pacific:							1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	102 1/2
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1883	90 1/2
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (So. Pac. R.R. assumed)	7,185,500	6*	Jan. & July.	"	1888	61 1/2	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas):						
1st Mort. (Central Div.) L. G.....	794,000	6*	"	"	1901	....	1st Mort. (R.R. and lands) S.F.....	8,000,000	7*	Jan. & July.	New York.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Land Debentures.....	500,000	10	J. A. J. & O.	"	1884	....	Cairo and Vincennes:						
Atlantic and St. Lawrence:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1900	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	Lond'n	1878	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	....	California Pacific:						
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
Portland City Bonds, 1st M., A. F.	787,000	6	"	Portland.	1886	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
Bald Eagle Valley:							First Income bonds.....	1,000,000	10*	"	"	....	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	2d Income, or double track b'ds	1,600,000	6*	"	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1880-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	102 1/2	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	103
Loan of 1883-'86.....	1,710,000	6	April & Oct.	"	1885	104 1/2	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	107
Loan of 1885-'90 (Balt.) skg. fd.	3,253,026	6	Jan. & July.	"	1890	....	Sterling Loan, S. F. (\$282,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1870-'96 (stg.) skg. fund.	3,338,956	6*	March & Sept.	London.	1895	....	Camden and Atlantic:						
Loan of 1872-1902 (stg.) S. F.....	9,198,852	6*	"	"	1902	....	1st Mortgage.....	400,000	7*	Jan. & July.	Philadelphia.	1893	105
Loan of 1874-1910 (stg.) S. F.....	9,576,000	6*	May & Nov.	"	1910	....	2d Mortgage.....	500,000	7*	April & Oct.	"	1879	104
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	250,000	6	Feb. & Aug.	Philadelphia.	1897	....
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fdg'd for \$9,000,000)	9,000,000	7*	Jan. & July.	New York.	1906	62
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Lane:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	....	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort., guar. by W. Jersey R.R.	400,000</					

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago, Iowa and Nebraska:						
1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.	568,240	7	Jan. & July.	Boston.	1880	....
1st Mortgage 2d Div. \$10,000p.m.	582,000	7	"	"	1894	98 1/2	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	94 1/2	Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	104 1/2
1st Mort. (Atch. & Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1896	....	Chicago and Mich. Lake Shore:						
2d Mortgage Government's aid.	1,000,000	6	Jan. & July.	"	1896	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:							1st Mortgage.....	7,500,000	8	Jan. & July.	"	1890	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7*	Jan. & July.	New York.	1890	....	1st Mort. (Mil. and St. Paul R'y)	5,909,000	7	Jan. & July.	New York.	1893	102 1/2
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	"	1901	....	2d Mort. ( " )	1,191,000	7	April & Oct.	"	1884	98
Central of L. I. (Flush. N.C. & C.):							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	99 1/2
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East. Div. Palmer.)	547,000	8	May & Nov.	"	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	94 1/2
Convertible bonds of 1872.....	4,475,000	7	May & Nov.	New York.	1902	93 1/2	1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	112 1/2	1st Mort. (St. Paul Division.)	4,000,000	7*	"	"	1902	100 1/2
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Iowa and Dak. Div.)	887,000	7	"	"	1899	93
Loan of L. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	"	1898	118
Consol. Mort. for \$25,000,000....	15,000,000	7	"	New York.	1899	101	2d Mort. ( " )	1,315,000	7.3	"	"	1898	98 1/2
Central Ohio (B. and O.):							1st Mort. (Hast. and Dak. Div.)	467,000	7	Jan. & July.	"	1902	90 1/2
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	102 1/2	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
Central Pacific of California:							Real Estate Purchase.....	148,500	7	"	"	....	....
1st Mort., 30 years bonds, (gold).	25,781,000	6*	Jan. & July.	New York.	1905-96	109 1/2	Equipment and Bridge Bonds...	245,000	10	June & Dec.	"	1883	....
Convertible 20 years bonds, gold	1,483,000	7*	"	"	1883	103	Consol. Mort. for \$35,000,000...	2,154,000	7	Jan. & July.	"	1905	92
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	Sacramento.	1884	108 1/2	Chicago and Northwestern:						
2d Mort. (Government's Subsidy).	25,886,000	6	"	U.S. Treasury.	1905-99	....	Preferred sinking fund (103 m.).	1,238,700	7	Feb. & Aug.	New York.	1885	105 1/2
1st Mort. (Western Pacific) gold	2,735,000	6*	"	New York.	1899	99 1/2	General 1st Mortgage (103 m.) ..	3,578,000	7	"	"	1885	105 1/2
1st Mort. (Calif. & Oregon) gold	7,291,000	6*	"	"	1888	92 1/2	Funded coupons (103 m.).....	740,300	7	May & Nov.	"	1883	104 1/2
1st Mort. (S. Fr., Okla. & Ala.)...	500,000	8*	"	"	1890	....	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	90
1st Mort. (San Joaquin V.D.) gold	6,090,000	6*	April & Oct.	"	1900	94 1/2	Green Bay Ext. (26m & 76,000 a.)	265,000	7	"	"	1885	90
Land bonds (Cen. Pac. Co.) gold	9,049,000	6*	"	"	1900	97	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	167
Central Vermont:							Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	98 1/2	Mississippi River Bridge.....	186,000	7	"	"	1884	....
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	"	1891	4	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	"	1898	101
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	65	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"	1915	106 1/2
Income and Extension Bonds...	1,008,600	8	May & Nov.	"	1902	60	General Consol. Gold Bonds...	9,758,000	7*	June & Dec.	"	1902	94 1/2
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	1889	76-77	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
Equipment Mort. ( " )	1,000,000	8	"	"	1889	60	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	39	2d Mort. (Mil. & Chi. R.R.) guar.	2,000	7	"	"	1898	....
Missisquoi R.R. ( " )	500,000	7	"	"	1891	39	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	"	1898	104 1/2
Cent. Vt. (Vt. & Can. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	"	"	1888	....
Charleston and Savannah:							Chicago, Portage and Superior:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st M. & L. (Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec.	New York.	1902	....
Funded Interest on 1st Mort. ....	157,400	7	"	"	1889	....	Chicago, Omaha and St. Joseph:						
Charlotte, Columbia & Augusta:							1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1896	....	Chicago and Paducah (C. B. & Q.):						
Charters:							1st Mortgage \$28,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi., Pekin & Southw'n (C.B. & Q.):						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	109
Cherry Valley, Sharon and Alb.:							Chi. & Southw'n (C. R. I. & Pac.):						
1st Mort. con. guar. by A. & S. Co.	800,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	27 1/2	Chicago, Wisconsin & Canada:						
1st Mort. Extension (con. or reg)	5,426,000	7*	Jan. & July.	"	1902	....	1st Mort. gold, skg fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago and Superior:						
2d Mort. ( " ) coupon.....	902,000	6	"	"	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Income ( " ) coupon.....	300,000	8	"	"	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	"	1902	....
Funded Interest, coupon.....	160,500	8	"	"	1877	....	Chillicothe and Brunswick:						
Cheshire:							1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	177-80	97 1/2	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.):							1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	99
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamarac:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
Chicago and Alton:							3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	....
1st Mortgage, pref. sinking fund.	28,000	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	120	1st Mort., guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	103	Cincinnati, Lafayette and Chi.:						
Consol. Bonds (\$2000 stig. ench.)	3,893,200	6*	Jan. & July.	London.	1903	....	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	84
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	105	Consolidated Mortgage.....	471,000	7*	June & Dec.	"	1914	....
2d Mort. ( " )	188,000	7	Jan. & July.	"	1898	....	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.)...	4,300,000	7	Feb. & Aug.	"	1900	92	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage skg fund.....	2,671,000	8	Jan. & July.	New York.	1883	114 1/2	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage, skg fund conv.	158,000	8	"	"	1883	....	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1896	....
Loan of 1872, Sinking Fund.....	2,391,475	7	Jan. & July.	Boston.	1896	110 1/2	2d Mortgage.....	65,000	7	"	"	1899	....
Bonds of 1874													



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	94
4th (now 3d) Mortgage guar.....	1,090,000	6	"	"	1892	105	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1900	108	1st Mortgage for \$22,000 p.m.....	1,820,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	103	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage ( " )	1,000,000	7	April & Oct.	"	1892	105	2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	107	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage ( " )	890,000	7	April & Oct.	"	1886	106	1st Mortgage (on Branches)....	575,000	8	June & Dec.	"	1897	....
Colebrookdale:							2d Mortgage.....	1,359,000	8	Feb. & Aug.	"	1893	44
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Ionia and Lansing)....	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. ( " )	81,000	8	May & Nov.	"	1890	....
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.)....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	40	2d Mortgage ( " )	1,000,000	8	"	"	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	"	1909	10	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
Income convertible.....	3,893,000	7	"	"	1890	....	2d Funded Coup. ( " )	375,734	7	May & Nov.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1893-96	68	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
2d Mort. ( " )	344,400	7	Jan. & July.	"	1890	....	2d Mort. ( " )	100,000	7	Jan. & July.	"	1878	....
1st Mort. (Cln. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	3d Mort. ( " )	250,000	8	Feb. & Aug.	"	1886	....
1st M., a.f. ( " )	39,650	7	May & Nov.	"	1896	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of June 30, 1866.....	1,702,317	6	Jan. & July.	"	1886	....
2d Mort. ( " )	821,000	10	May & Nov.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	103
2d Mortgage (Ind. Central).....	696,500	7	"	"	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	1st Mort., guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1889	101
Income ( " )	74,024	7	"	"	1905	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	103
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cln., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1890	....	1st Mortgage (gold).....	1,200,000	7	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort., endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000....	870,500	7	April & Oct.	Boston.	1893	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund.....	280,500	6	June & Dec.	"	1876	99	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes.....	607,500	7	"	"	1876-78	97	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massachusetts) guar. gold	400,000	6	Jan. & July.	"	1876	96	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	106
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	98
Connecticut Valley:							2d Mortgage.....	190,000	4	"	"	1884	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1870	....
Connecting (Philadelphia):							Company Bonds ( " new)	185,400	6	"	"	1870	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	102	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	61
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1866.....	160,000	6	April & Oct.	"	1885	....
Cowanesque Valley:							Loan of 1867.....	959,000	7	March & Sept.	"	1887	53
1st Mortgage, gold.....	95,000	7	Jan. & July.	New York.	1902	....	Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	....
2d Mortgage.....	160,000	7	May & Nov.	"	1882	....	Loan of 1869.....	500,000	6	May & Nov.	"	1882	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	1,163,000	7	"	"	1882	49
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	2,513,500	7	"	"	1884	49
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	2,300,000	7	May & Nov.	"	1884	49
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	2,878,048	6	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	"	"	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.....	81,800	6	"	"	1884	....	2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	101
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	1882	94
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage.....	300,000	7	"	"	1885	....	1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	110
Danv., Urb., Bloomington & Pekin:							2d Mortgage.....	2,174,000	7	March & Sept.	"	1879	103
1st Mortgage.....	2,000,000	7	April & Oct.	New York.	1909	....	3d Mortgage.....	4,852,000	7	"	"	1883	103
Davenport and St. Paul:							4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	106
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	....	5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	98
Dayton and Michigan (O.H. & D.):							Buffalo Branch, 1st mortgage....	182,600	7	Jan. & July.	"	1891	....
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Sterling loan (\$1,000,000) conv.	4,580,000	6	March & Sept.	London.	1875	....
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1884	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7	"	NY & London.	1920	....
3d Mortgage, guar.....	356,000	7	April & Oct.	"	1888	....	2d Consol. Mort. for \$40,000,000.	14,400,000	7	June and Dec.	London.	1894	....
Toledo Depot bonds guar.....	106,500	7	March & Sept.	"	1886-94	....	Convertible bonds.....	10,000,000	7	J. A. J. and O.	London.	1903	....
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
Income Bonds.....	252,445	6	"	"	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	....
Dayton and Western (L. M. R.R.):							Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage ( " )	495,000	6	Jan. & July.	"	1906	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N.Y. & Lond.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. &						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	418,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	106
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1896	53
1st Mort. (Central of N. Y.).....	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund....	4,792,000	5*	"	"	1903	....
Fonda, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	935,000	8	April & Oct.	Boston.	1890	110
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1889	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1893	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	30
Framingham and Lowell:							1st Mortgage Extension gold....	5,510,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	2d Mortgage.....	1,500,000	8	"	"	1890	5
2d Mortgage.....	150,000	8	"	"	1883	89	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. Co.....	1,700,000	7	Feb. & Aug.	New York.	1903	76
1st Mortgage.....	600,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. Co.....	1,450,000	6	May & Nov.	"	1900	....
Galena & Ohio, Union (U. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage a. f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	65
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
2d Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
Geneva, Ithaca and Athens:							Funded Interest Bonds, coupon	469,100	7	March & Sept.	"	1878-83	....
1st Mortgage, s. g. id., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered....	375,000	10	"	"	1883	86 1/2
Georgia (and Banking):							1st Mort. (Ind'polis & Cin.) 1868	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)....	564,500	7	Jan. & July.	Augusta	1875-90	....	1st Mort. (Cin. & Indiana).....	49,000	7	June & Dec.	"	1892	....
Ullman, Clinton & Springfield:							2d Mort. ( " ) guar.....	1,497,000	7	Jan. & July.	"	1877-82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Goshen and Deerpark (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
Grand Rapids & Indiana:							Equipment Mortgage.....	375,000	10	Jan. & July.	"	1881	81
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Ionia and Lansing (D. L. & L. M.):						
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
Grand River Valley (Mich. C.):							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
1st Mort. assumed by Lessees.....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	Iowa Falls and Sioux City:						
2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	1879	85	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Grand Trunk (Can.):							Iowa Midland (C. & N. W.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mort., \$18,000 p.m., guar.....	1,350,000	8	April & Oct.	New York.	1900	97
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	Ironton (Penn.):						
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
1st Preference Bonds £3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	Ithaca and Athens (Penn.):						
2d Preference Bonds £2,327,508	11,639,040	4*	"	"	"	....	1st Mortgage gold, s. g. fund....	600,000	7*	Jan. & July.	New York.	1890	102 1/2
3d Preference Bonds £1,163,910	5,819,550	4*	"	"	"	....	Jackson, Lansing & Saginaw (MO):						
Provincial Debenture's £3,111,500	15,557,500	....	"	Ottawa.	....	....	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	93 1/2
Great Western of Canada:							1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
Mortgage Bonds £547,000.....	2,735,000	5 1/2	April & Oct.	"	1877-78	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	73
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Jacksonville, North West & S. East:						
Debenture Bonds £1,743,160.....	8,715,800	5	Jan. & July.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Great Western Railway of 1859:							Jacksonville, Pensac. and Mobile:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1883	94	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	90 1/2	2d Mortgage.....	3,000,000	8	"	"	1899	....
Green Bay and Minnesota:							Jamestown & Frank. (L. S. & M. So.):						
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	....	1900	....	1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York.	1897	....
Greenville and Columbia:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	Columbia.	1871-86	....	Jefferson (Erie):						
1st Mortgage not guaranteed.....	376,766	7	"	"	1871-86	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	80
Greenwich and Johnsonville:							2d Mort. ( " ).....	84,000	7	"	"	1899	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							Jeffersonville, Madison & Indian:						
1st Mortgage (Construction).....	1,386,000	7*	Jan. & July.	....	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Hannibal and Naples (T. W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	36	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85 1/2	1st Mortgage (Ridgely Park).....	300,000	7	May & Nov.	"	1912	....
2d Mortgage.....	250,000	7	"	"	1892	75	Follet and Chicago (C. & Alton):						
Hannibal and St. Joseph:							1st Mortgage s. g. fund guar.....	336,000	8	Jan. & July.	New York.	1882	110
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1877-94	105	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	1877-88	106	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	100
Fifteen years' bonds (277 m.).....	3,798,000	8	March & Sept.	"	1885	79 1/2	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....
1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	Junction and Breakwater:						
1st Mort. (K. City & Cam. RR 55 m.)	1,200,000	10	Jan. & July.	"	1886	92 1/2	1st Mort. guar. by Delaware.....	352,000	6	Jan. & July.	New York.	1890	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	Kalamazoo, Allegan & Gr. Rapids:						
Harlem Extension:							1st Mort. assumed by L. S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	Kalamazoo and Schoolcraft:						
Harrisburg & Lancaster:							1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. &amp			



An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	7	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	7	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br....	3,000,000	6	"	"	1897	....
1st M. (34d. 244.66m. & 3,000,000a)	6,411,000	7	May & Nov.	N. Y. & L. & F.	1899	....	2d Mortgage for \$1,000,000.....	378,000	6	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	1895	71-76	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,230	7	Jan. & July.	N. Y. & L. & F.	1880	....	1st Mort. (Louisville & Frankf.)	39,000	6	"	"	73-78	....
2d Mort. " " gold.....	1,500,000	7	March & Sept.	"	1895	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,276,350	7	March & Sept.	N. Y. & L. & F.	1910	....	1st Mortgage (main line 185 m.)..	176,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memph Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$800,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	"	"	80-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1801	....
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,425,000	6	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$8,000,000 (392 m.)	6,984,000	7	April & Oct.	"	1898	92
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)...	333,000	6	April & Oct.	Louisville.	1893	....
Keokuk and St. Paul (C.B. & Q.)							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m..	2,375,000	7	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R....	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Laf., Muncie & Bloom. (T.W. & W.)							Macon and Brunswick.						
1st Mortgage gold guar.....	1,500,000	7	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	690,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7	Jan. & July.	New York.	1897	....	1st Mort., guar. by Ohl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Reg'd P'd..	6,118,000	7	J. A. J. & O.	"	1900	106	\$1,110,000 Loan, tax free.....	756,980	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupou.....	6,118,000	7	Jan. & July.	"	1900	107	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000	8,471,000	7	June & Dec.	"	1903	97	1st Mort. (Belfast & Moosehead)	150,000	3	May & Nov.	Belfast & Bos.	1890	....
Bonds of 1882 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	105	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	103	Consol. (Port. & Kennebec.) Loan	1,166,700	6	"	Boston.	1896	....
3d Mort. " " " " " "	1,000,000	7	April & Oct.	"	1892	106	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	6,256,000	7	May & Nov.	"	1885	110	1st Mort. (Leeds & Farnington)	633,000	6	Jan. & July.	"	1901	....
2d Mort. " " " " " "	2,682,366	7	"	"	1877	102	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,695,000	7	Jan. & July.	"	1886	107	Mansfield & Framing. (B.C. & F.)						
2d Mort. " " " " " "	819,000	7	April & Oct.	"	1886	105	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds " " " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
Mort. Bonds " " " " " "	2,850,000	7	April & Oct.	"	1898	105	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	104
1st M. (Det't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	103	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	96
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	87	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	60
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	97	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	443,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7	Feb. & Aug.	New York.	1895	....
2d M. " " " " " "	600,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	New York.	1892	....
1st Mortgage gold.....	2,000,000	7	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage for \$1,000,000.....	698,000	7	"	"	....	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-03	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1876	90
1st Mort. sfg fund gold tax free.	4,500,000	7	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	Maryland and Delaware:						
2d Mort. sfg fund gold tax free and conv.	3,200,000	7	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	160,000	6	June & Dec.	"	1889	....
Lawrence (P. Ft. W. & Chi.):							Masellon & Cleva. (C.M. V. & D.)						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Maysville and Lexington:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
Leaven. Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. sfg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	....
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,514,142	6	"	"	"	....
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	107	2d Mortgage.....	1,000,000	8	"	"	"	....
1st Mortgage " " reg.....	5,000,000	6	"	"	1898	109	Michigan Air Line (Mich. Cent.)						
2d Mortgage for \$5,000,000	6,000,000	7	March & Sept.	"	1910	114	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000..	5,000,000	6	June & Dec.	"	1923	100	Michigan Central:						
General Mort., registered.....	5,000,000	6	"	"	1922	100	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
Lewish. Centre & Spruce C. (P. & E.)							1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	116
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	102
Lexington & St. Louis (A. & F.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	90
1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....	Equipment Bonds for \$300,000..	600,000	8	Apr. and Oct.	N. Y. & Bos.	1883	....
Little Miami:							Michigan Lake Shore:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....	1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....	Mich. So. and North'n Indiana:						
Cincinnati Loan.....	100,000	6	May & Nov.	"	1890	....	1st Mort. assum'd by L.S. & M.S.	5,256,000	7	May & Nov.	New York.	1885	110
Little Rock and Fort Smith:							2d Mort. " " " " " " " "	2,682,000	7	"	"	1877	102
1st Mortgage gold.....	3,500,000	6	Jan. & July.	N. Y. & Bost.	1900	....	Middletown, Unionv. & W. Gap:						
Land Grant sinking fund.....	3,780,000	7	April & Oct.	"	1905	59	1st Mortgage tax free.....	400,000	7	May & Nov.	New York.	1888	....
Little Rock, Pine Bl. & N. Orleans:							Midland of Canada:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4	1st Mortgage sterling £335,000..	1,675,000	6	May & Nov.	London.	1896	....
Little Schuylkill (Phila. & Rdg.):							Midland Pacific:						
1st Mortgage, Sfg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101	1st Mortgage gold, tax free.....	1,100,000	7	Feb. & Aug.	New York.	1899	....
Logansport, Crawf. & S'wain Ind.							Miffin and Centre Co. (Pa.):						
1st Mortgage gold.....	1,500,000	8	F. M. A. & N.	New York.	1900	....	1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Long Island:							Milwaukee and St. Paul—						
1st Mortgage.....	600,000	6	Jan. & July.	New York.	1875	....	See Chicago, Mil. & St. Paul						
1st Mortgage (Extension).....	175,800	7	Feb. & Aug.	Philadelphia.	1890	....	Milwaukee, Lake Sh. & Western:						
1st Mortgage (Glen Cove Br.)...	150,00												

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	20,000pm	7*	Jan. & July.	Detroit.	1890	....	2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1890	....
Minnesota and North Western:							Consol. Mort. for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	74-'84	....	New Orleans, Mobile and Texas:						
Mississippi Cent. (N.O. St. L. & Chi.)	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage.....	3,708,500	7*	May & Nov.	"	1912	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	"	1915	....
2d Mortgage.....							2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
General Mort. for \$3,000,000 gold							New York, Boston and Montreal:						
Mississippi, Ouachita & Red Riv.:							1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	New York & Canada (D. & H. C.):						
Mississippi and Tennessee:							1st Mort. for \$300,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage.....	660,000	7	April & Oct.	Memphis.	1876	....	New York Central & Hudson R.:						
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	81-'93	....	Debt Certificates (N. Y. Cent.)	5,034,026	6	May & Nov.	New York.	1883	106
Tennessee State Loan.....	430,647	6	.....	"	.....	....	Bonds for debts assm'd (N. Y. C.)	1,514,000	7	Feb. & Aug.	"	1876	102
Mississippi Valley and Western:							Bonds for R. R. Stks ( " )	74,500	6	May & Nov.	"	1883	....
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks ( " )	592,000	6	"	"	1883	102
Missouri, Iowa and Nebraska:							Bonds for Real Estate ( " )	162,000	6	"	"	1883	101
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds of 1864 renewed ( " )	2,431,000	6	June & Dec.	"	1887	104
Missouri, Kansas and Texas:							2d Mort. (Hudson River) B. F.:	1,794,000	7	"	"	1885	112
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (Tobo & Neesho) S. F.	362,000	7*	June & Dec.	"	1903	....	1st Mort., coup. } for \$30,000,000	3,904,000	7	Jan. & July.	"	1903	121
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	57	1st Mort., reg'd }	9,733,333	6*	"	London.	1903	119
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	1st Mort. Sterling for £2,000,000						
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	New York and Harlem:						
Missouri River, Ft. Scott & Gulf:							Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	Consol. Mort. of 1872, coupon. }	6,822,000	7	May & Nov.	"	1900	121
Mobile and Girard:							Consol. Mort. of 1872, reg'd }			"	"	1900	120
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:						
2d Mortgage.....	300,000	8	"	New York.	1889	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
Plain bonds.....	33,500	8	"	Savannah.	1887	....	New York, Kingston & Syracuse:						
Mobile and Montgomery:							1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mort. endor. by State of Ala.	2,454,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:						
2d Mortgage.....	800,000	8	"	"	1900	....	1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
Mobile and Ohio:							New York and Oswego Midland:						
1st Mortgage Starting.....	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Interest bonds.....	1,524,300	8	"	"	76-'83	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Sterling Interest bonds.....	769,920	6*	"	London.	1883	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
Tennessee Substitution Bonds.....	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	1877	....	1st Mort., (West. Extension).....	2,425,000	7	.....	"	....	....
2d Mortgage.....	1,463,868	8	March.	"	1877	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000.....	977,550	8	Jan. & July.	N. Y. & Lond.	1904	....	New York, Providence & Boston:						
Convertible 5 per cent. bonds.....	770,000	8	M. J. S. & D.	New York.	....	....	1st Mortgage.....	70,000	6	Feb. & Aug.	New York.	1878	....
Montclair (N. Y. and O. Mid.):							Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	78-'81	....
2d Mortgage.....	780,000	7	"	"	....	....	General Mort. for \$1,000,000.....	837,000	7	Jan. & July.	"	1899	....
Income Mortgage.....	888,400	7	"	"	....	....	Norfolk & Petersburg (A. M. & O.):						
Montgomery and Erie (Erie):							1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	157,000	7	"	"	1877	....
2d ".....	47,000	7	April & Oct.	"	1887	....	2d Mortgage.....	468,000	8	"	Norfolk.	1893	....
Montgomery and Eufaula:							North Carolina:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	North Eastern (S. Car.):						
Monticello and Port Jervis:							1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage.....	226,600	8	"	"	1899	....
Morris and Essex (D. L. & W.):							North Missouri (St. L., K. C. & N.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	121	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	97
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	107	North Pennsylvania:						
Convertible bonds.....	384,900	7	Jan. & July.	"	1900	100	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	105
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	103	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	104
Gen'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	105	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	103
Special Mortgage.....	1,029,000	7	"	"	1901	....	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	107
Consol. mort. for \$25,000,000 guar	3,000,000	7	June & Dec.	"	1915	100	North Shore (Flush., N. S. & Cent.):						
Nashville, Chattanooga & St. Louis:							1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
1st Mort., endorsed by Tenn.....	1,450,000	6	Jan. & July.	New York.	74-'83	82	Northern Central:						
2d Mort. (Government Subsidy)	1,000,000	4	"	"	81-'91	....	1st Mortgage, Md. State loan..	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
New Mortgage.....	5,800,000	7	"	"	1913	....	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	103
Nashville and Decatur (L. & Nash.):							3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	103
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	101
2d Mortgage gold.....	600,000	6*	April & Oct.	Nashville.	1887	....	Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
Waukegan:							Income coupon.....	3,000,000	7	Jan. & July.	"	1922	....
1st Mortgage.....	99,000	7	Jan. & July.	Bridgeport.	1876	....	Consol. Mort. coupon.....	2,599,000	6*	"	Baltimore.	1900	101
Newark & New York (C. of N. J.):							Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Consol. General Mort. S. F.....	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Newark, Somerset & Strataville:							Northern New Jersey (Erie):						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	97	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
New Bedford:							Northern Pacific:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	1st Mort. on R. R. & lands gold..	30,097,600	7.3	Jan. & July.	New York.	1900	15
New Issue for \$300,000.....	400,000	7	"	"	1894	105	Northwestern Virginia:						
New Haven and Derby:							3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	97
1st Mortgage.....	525,000	7	Various.	New Haven.	98-'00	....	Northwestern Union (C. & N. W.):						
New H. Middlet'n & Willman:							1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	Norwich & Worcester (B. H. & K.):						



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds .....	1,000,000	6	March & Sept.	Boston.	1876	105 1/2	Mortgage Loan, convertible ....	290,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds .....	32,000	6	"	"	1884	99 1/2	Loan of 1866 .....	161,000	6	April & Oct.	"	1876	100
Plain Bonds .....	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1867 .....	1,000,000	6	"	"	1887	101 1/2
New Bonds for \$3,000,000 .....	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872 .....	700,000	6	"	"	1892	100
Cape Cod Railroad Bonds .....	265,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875 .....	639,000	6	"	"	1900	100
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg.):						
1st Mort. Land Grant, Gold .....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	100	1st Mortgage, guaranteed .....	331,800	7	April & Oct.	Philadelphia.	1900	100
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m. ....	1,034,000	8	June & Dec.	Boston.	1896	102 1/2	1st Mort. (Col. & Newark Div.) ..	775,000	7	Jan. & July.	Philadelphia.	1890	100
Orange, Alex. and Manassas—							1st Mort. (Steub. & Ind.) conv. ....	3,000,000	6	Monthly.	New York.	1884	82 1/2
See Wash. O., Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	5,222,000	7	Feb. & Aug.	Philadelphia.	1890	82
Oregon and California:							Consolidated 2d Mortgage .....	5,000,000	7	April & Oct.	"	1913	100
1st Mortgage gold .....	10,950,000	7 1/2	April & Oct.	New York.	1888	100	Pittsburg, Ft. Wayne & Chicago:						
Dodge Valley & Southern Kansas:							1st Mortgage (Series A) .....	875,000	7	Jan. & July.	New York.	1912	122 1/2
1st Mortgage (5-20 years) .....	200,000	10	Jan. & July.	New York.	1888	100	1st Mortgage (Series B) .....	875,000	7	Feb. & Aug.	"	1912	100
Oshkosh & Miss. (O., M. & S. P.):							1st Mortgage (Series C) .....	875,000	7	March & Sept.	"	1912	100
1st Mortgage .....	240,000	8	Jan. & July.	New York.	1891	100	1st Mortgage (Series D) .....	875,000	7	April & Oct.	"	1912	100
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E) .....	875,000	7	May & Nov.	"	1912	100
1st Mortgage .....	500,000	7	May & Nov.	New York.	1916	100	1st Mortgage (Series F) .....	875,000	7	June & Dec.	"	1912	100
Income Mortgage .....	112,100	6	Feb. & Aug.	"	1891	100	2d Mortgage (Series G) .....	800,000	7	Jan. & July.	"	1912	110 1/2
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H) .....	800,000	7	Feb. & Aug.	"	1912	100
1st Mortgage, guaranteed .....	201,000	7	May & Nov.	New York.	1885	100	2d Mortgage (Series I) .....	800,000	7	March & Sept.	"	1912	100
Ottawa, Oswego & Fox River:							2d Mortgage (Series K) .....	800,000	7	April & Oct.	"	1912	100
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series L) .....	800,000	7	May & Nov.	"	1912	100
Owensboro' and Russellville.							2d Mortgage (Series M) .....	800,000	7	June & Dec.	"	1912	100
1st Mortgage for \$1,500,000 .....	1,500,000	8	Feb. & Aug.	New York.	1892	100	Constructive bonds of Jan. 1, '70	100,000	7	April & Oct.	"	1912	103 1/2
Pacific of Missouri (Atl. & Pac.):							Equipment bonds .....	1,000,000	8	Jan. & July.	New York.	1887	100
1st Mortgage gold .....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	94	1st Mortgage .....	700,000	7	March & Sept.	"	1894	100
2d Mortgage sinking fund .....	2,804,000	7	Jan. & July.	"	1891	85	Pittsburg, Va. and Charleston:						
Income Bonds .....	1,500,000	7	Mar. and Sept.	"	1892	100	1st Mortgage .....	700,000	7	April & Oct.	New York.	1902	100
St. Louis County Debt .....	700,000	7	Monthly.	St. Louis.	1886	100	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds .....	800,000	8	May & Nov.	New York.	1892	100	1st Mort. (Pittsb. & Conn'sville) ..	4,000,000	7	Jan. & July.	Baltimore.	1898	104
1st Mort. (Carondelet Branch) ..	500,000	6 1/2	April & Oct.	"	1893	100	2d Mort. do. (Balt. Loan) .....	5,000,000	6	May & Nov.	"	1902	100
1st Mort. (Leav. Atch. & N.W.) ..	500,000	7	"	"	1889	100	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	100
1st Mort. (Lex. & St. Louis) gold	900,000	6 1/2	June & Dec.	"	1899	100	Real Estate Mortgage .....	100,000	6	"	Baltimore.	1883	100
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,905,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	100	1st Mortgage for \$3,000,000 .....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	100
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,800.	2,889,330	7 1/2	April & Oct.	London.	1897	100	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	100
Paris and Decatur:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage gold, S. F. ....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	100	1st Mort. (Maine Section) gold ..	800,000	6 1/2	Jan. & July.	Boston.	1900	100
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed .....	500,000	7	Jan. & July.	New York.	1878	100	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N.Y. & Bost.	1891	46 1/2
1st Mortgage, guaranteed .....	1,074,000	7	Feb. & Aug.	New York.	1900	100	Portland and Oxford Central:						
Pemberton & Hights (U.O. of N.J.):							1st Mortgage of 1883 .....	250,000	6	Jan. & July.	Portland.	1883	100
1st Mortgage guaranteed .....	100,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd ..	700,000	6	Jan. & July.	Boston.	1887	100
1st Mortgage gold (S.F.), 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or Lond.	1899	100	1st Mortgage (equal lien) .....	100,000	7	April & Oct.	"	1887	100
1st Mortgage gold (S.F.), 2d series	979,000	7 1/2	"	"	1900	100	2d Mort. (Portland Loan) .....	396,500	6	Mar. & Sept.	"	1891	100
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105 1/2	1st Mortgage gold, skg fd .....	1,500,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	100
General Mortgage .....	19,999,700	6	J. A. J. & O.	Philadelphia.	1910	105	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	100
(General Mortgage, registered.)							Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage .....	29,250,000	6 1/2	Jan. & July.	London.	1905	160	1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	52 1/2
State lien for \$7,500,000, skg fd	5,007,380	5	April & Oct.	Philadelphia.	1875-90	100	Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free ..	644,500	7 1/2	Jan. & July.	New York.	1910	100
1st Mortgage .....	487,500	7	Feb. and Aug.	New York.	1881	100	2d Mortgage .....	78,000	7	"	"	100	100
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage .....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	100	1st Mortgage .....	500,000	6	Jan. & July.	Providence.	1880	100
2d Mortgage .....	519,000	7	April & Oct.	"	1903	100	Stoughton Branch bonds .....	1,000,000	6	"	"	100	100
Pennsylvania & New York (L.V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed .....	1,500,000	7	June & Dec.	Philadelphia.	1896	109 1/2	1st Mortgage gold .....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	100
1st Mortgage guaranteed .....	1,500,000	7	"	"	1906	100	Quincy and Palmyra:						
Peoria & Bureau Val. (O.R.L. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	100
1st Mortgage guaranteed .....	600,000	8	Jan. & July.	New York.	1877	100	Quincy and Toledo (T.W. & W.):						
Peoria & Hannibal (O. B. & Q.):							1st Mortgage, guaranteed .....	500,000	7	May & Nov.	New York.	1890	50 1/2
1st Mortgage, traffic guarantee ..	571,000	8	Jan. & July.	Boston.	1878	104	1st Mortgage, guaranteed .....	750,000	8	Jan. & July.	Boston.	1890	106 1/2
Peoria, Pekin and Jacksonville:							Reading and Columbia (P. & R.):						
1st Mortgage .....	1,000,000	7	Jan. & July.	New York.	1894	100	1st Mort., Coupon, guaranteed ..	650,000	7	March & Sept.	New York.	1892	97 1/2
2d Mort. conv., and tax free .....	1,000,000	7	April & Oct.	"	1900	100	2d Mort., Coupon, guaranteed ..	350,000	7	June & Dec.	Columbia.	1884	100
Peoria and Rock Island:							Rensselaer and Saratoga:						
1st Mort. gold, conv. & tax free.	1,500,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1900	100	2d Mortgage .....	300,000	7	Jan. & July.	Troy.	1880	117 1/2
2d Mortgage .....	150,000	10	Jan. & July.	New York.	1900	100	3d Mortgage .....	150,000	7	"	"	1887	100
Perkiomen (Phila. and Rdg.):							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	100
1st Mortgage, guaranteed .....	619,900	6	April & Oct.	Philadelphia.	1897	90	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	100
Petersburg:							1st Mortgage (Glenn's Falls) .....	125,000	7	Jan. & July.	"	1894	100
1st Mortgage (Installments) .....	341,500	8	Jan. & July.	New York.	1879-93	100	Consol. Mort. for \$2,000,000 .....	1,925,000	7	May and Nov.	"	1921	92
2d Mortgage .....	500,000	8	"	"	1902	100	Richmond and Danville:						
Philadelphia and Baltimore Cent:							1st Mortgage .....	600,000	6	Jan. & July.	Richmond.	1880	100
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	100	Virginia State Loan, skg fund ..	157,800	6	"	"	1875	100
1st Mortgage (Md. Div. 9 1/2 m.) ..	300,000	6	"	"	1891	100	1st Mortgage (Piedmont Branch) ..	500,000	8	"	"	1888	100
2d Mortgage (Pa. & Md. 46 m.) ..	400,000	7	"	"	1900	100	1st Mort. (Northwestern,						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Maine Croix and Penobscot:							1st Mortgage (L.) currency.....	8,700	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	8	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free...	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	404,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " "	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	108	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	109	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	914	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	£1,100,000	....	May & Nov.	London.	....	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	74	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	70
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	101	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	994
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	78	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br.)	2,500,000	7*	June & Dec.	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Chiro, Ark. & Tex.)	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	884	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$23,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscougee) conv....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watash) 8m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. ( " do. ) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	1st Mortgage.....	410,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R. R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. ( " do. ) R. R. & Lands.	5,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	.....	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
Salem and Lowell (B. & L.):							Stantead, Shefford and Chambly:						
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	97	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	48
Sand., Mansfield & Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	1014	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	"	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS & MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tobo and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Belma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,800,000.....	516,000	7	"	"	1894	....
Belma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,080pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Belma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	65
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	250,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	88
Bismokin Valley & Pottaw. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	87
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	99	2d Mort. conv. ( " ).....	1,800,000	7	April & Oct.	"	1886	45
Shetboygan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June &										



## AMERICAN RAILROAD BOND LIST.

The Letter (s) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston.							1st Mort. endor. by Balt.....	300,000	6	"	"	1890	106
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort.....	300,000	6	"	"	1890	106
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	101
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1890	102
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	104
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6	Jan. and July.	New York.	1899	99
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	79
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsb. Branch):	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,256,000	6	Jan. & July.	N. Y. & Bost.	96-99	105	Western Union (Chi., M. & St. P.):						
1st Mort. Land Grant.....	7,632,000	7	Apr. and Oct.	"	1887	105	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	96-99	105	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	96	Debenture bonds guar. by O. & A.	400,000	6	March & Sept.	Camden.	1883	95
Omaha Bridge B'ds, etc \$500,000	2,500,000	8	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	102
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6	May and Nov.	New York.	1896	....	2d Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	96-7-8	....	3d Mort. (Cape May & Millville)	600,000	7	Apr. and Oct.	"	....	....
Union Pacific, S. Br. (M. K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	109
1st Mortgage gold, skg fund.....	3,220,000	6	Jan. & July.	New York.	1899	....	West Wisconsin:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	1st Mort. land gr., gold skg fund	3,900,000	7	Jan. and July.	N. Y. or Lond.	1887	....
United N. J. R. R. & Canal Cos.:							1st Mort. (Southern Extension).	640,000	7	"	"	1902	....
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100	White Water Valley:						
Sterling Loan \$300,200 (U. Co's)	1,844,000	6	"	London.	1894	....	1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$380,000 ( " )	1,800,000	6	"	"	1894	....	Wico Mico and Pocomoke:						
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1888 (United Company's)	154,000	6	Feb. and Aug.	"	1888	96	Williamston and Tarboro:						
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	"	1888	96	1st Mortgage.....	350,000	6	May and Nov.	New York.	1900	....
Sterling S. F. \$282,000 (C. & A. M.)	1,810,000	6	Feb. and Aug.	London.	1880	....	Wilmington, Colum. & Augusta:						
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	105	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1889 ( " )	866,000	6	June & Dec.	Princeton.	1889	103	1st Mortgage and Reading:						
Mortg. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	107	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Wilmington and Weldon:						
Utah Central:							Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sterling Bonds.....	221,400	6	May and Nov.	"	1886	....
Utah Southern:							Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	100
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	Wilmington and Western (Del.):						
Utica and Black River:							1st Mortgage.....	500,000	7	J. A. J. & O.	Phil. & Wilm.	1892	....
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	Winona & St. Peter (O. & N. W.):						
Bonds of 1871 (2d issue)	575,000	7	"	"	1891	....	1st Mortgage \$20,000 p. m.....	2,760,000	7	Jan. and July.	New York.	1887	86
Utica, Ithaca and Elmira:							2d Mortgage \$12,000 p. m.....	1,860,000	7	May and Nov.	"	1907	78
1st Mortgage, Sterling.....	1,500,000	7	Jan. & July.	London.	1902	....	Extension mortgage bonds.....	4,875,000	7	June & Dec.	"	1906	....
Vermont Cent.—See Central Vt.							Wisconsin Central:						
Vermont and Massachusetts:							1st M. L. G. gold S. F. \$25,000 p.m	4,618,500	7	Jan. and July.	Boston.	1901	80
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	Worcester (M. J.):						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds.....	150,000	7	"	"	1881	103	Worcester and Nashua:						
Vicksburg and Meridian:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	185,400	6	"	"	1881	....
General 2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1896	107
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	1st Mortgage sinking fund.....	1,983,750	6	Jan. and July.	Philadelphia.	1886	86
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,875,000	6	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1886	106
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	98	Delaware Division (L. O. & N.):						
4th Mortgage.....	870,000	8	March & Sept.	"	1900	67	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	1st Mort. (1st series, Nov. 1, '87)	1,500,000	7	May and Nov.	New York.	1877	103
Funded Interest.....	226,300	8	"	"	1880	....	regis. 2d series, July 1, 1889	2,600,000	7	Jan. and July.	"	1884	110
Income Mortgage (fundable).....	93,500	8	"	"	1886	....	tered. 3d series, Jan. 1, 1871	3,600,000	7	"	"	1891	111
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	109
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	97
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Bonds.....	41,550	6	"	"	1892	96
Warren & Franklin (O. C. & A. R.):							Convertible Loan, gold.....	794,000	6	March & Sept.	"	1894	104
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	87	1st Mortgage, registered.....	6,331,988	6	J. A. J. & O.	"	1894	106
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,600,000	6	F. M. A. & N.	"	1897	102
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Mortgage (equip.) Loan, gold.....	4,692,500	6	June & Dec.	"	1897	103
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,063,000	7	"	"	1911	106
1st Mortgage.....	150,000	6	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	"	1892	97
Washington City, Va. Mid. & Gt. So.:							Greenwood Mortgage Loan.....	140,000	7	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79	Monongahela Navigation:						
2d Mort. ( " )	350,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	91	Morris and Banking:						
2d Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	70	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. ( " )	600,000	8	May and Nov.	"	1873	70	Boat Loan, sinking fund.....	226,966	7	Apr. and Oct.	"	1899	101
4th Mort. ( " )	700,000	8	March & Sept.	"	1880	44	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	72
Virginia State Loan.....	249,962	7	Jan. and July.	"	92-98	....	1st Mortgage (W. V. Val. Can.)	600,000	6	"	"	1878	....
Washington and Ohio:							Schenck Navigation (Ph. & Rdg)						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1896	....	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	82-97	79
1st Mortgage for \$9,000,000.....	255,570	7	Apr. and Oct.	"	1901	....	2d Mortgage.....	3,990,392	6	Jan. and July.	"	82-97	79
Westchester and Philadelphia:							Improvement bonds.....	200,000	6	May and Nov.	"	1890	90
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	108	Boat and Car Loan.....	756,660	6	"	"	1918	78
Western North Carolina:							Boat and Car Loan.....	621,600	7	"	"	1915	87
1st Mortgage.....	825,000	8	Jan. and July.	"	1890	....	Coupon Bonds.....	1,300,000	6	Jan. and July.	"	1896	76
Western of Alabama:							Susquehanna and Tide Water:						
1st Mortgage (Western R. R.)...	600,000	8	Apr. and Oct.	New York.	1888	....	2d Mortgage (Maryland Loan)...	1,000,000	6	Jan. and July.	Phila. & Balt.	1886	....
1st Mortgage (M. & W. Point R. R.)	750,000	8	"	"	1881	....	3d Mortgage (Susqueh. Canal)	1,211,000	6	"	"	1878	75
2d Mortgage (consols guar.).....	1,188,000	8	"	"	1900	....	Prof. Int. B'ds ( " )	324,810	6	"	"	1894	....
Income Mortgage.....	802,900	8	Various.	"	Var.	....	Union:						
Western Union Telegraph:							1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1889	....
1st Mortgage.....	4,448,900	7	May and Nov.	New York.	1875	....	West Branch & Susque. (Penn.):						
Real Estate Bonds, Sink. Fund.	1,498,000	7	"	"	1902	....	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1884	....
Bonds (S. F. Conv. till May '86)	4,000,000	7	"	"	1900	101	2d Mortgage.....	298,000	6	"	"	1888	....
Sterling Bonds, Sinking Fund.....	1,080,000	6	March & Sept.	London	1900	....							





Dec. 31, 1875	492,560	Central Pacific	188,225	170	81	25,501	Central Vermont	1,895,007	8,000,000	148,739,684	3,860,216	1,765,383	164,275,600	83,242,680	2,878,360	1,890,000	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272	772,158	1,609,272
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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

the column headed "Rolling Stock" occurs: "the column headed "Railroad" A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Lead Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "1."

[illegible]



Dec. 31, 1875	540.4	494.3	707.5	418,169	L. S. & Mich. S. N. Y. P. O. Mich. Ind. & Ill.	6,213,577	2,518,622	60,000,000	37,774,000	1,758,303	2,782,077	1,756,411	5,117,233	3,170,234	5,622,460	14,494,198	5,602,897	2	100
Jan. 30, 1876	101.1	15.0	22.6	15	2	328	Lake Superior & W. Mich. O.	2,024,235	2,875,000	2,875,000	101.1	101.1	101.1	101.1	283,194	340,000	136,017	100	100
Feb. 28, 1876	160.0	4.1	12.6	11	10	4	Lake Superior & W. Mich. O.	74,443	2,875,000	2,875,000	101.1	101.1	101.1	101.1	283,194	340,000	136,017	100	100
Mar. 31, 1876	18.0	4.1	2.1	2	1	1	Lawrence (P. F. W. & C.). Pa. & Ohio.	10,925	7,600,000	17,140	101.1	101.1	101.1	101.1	187,386	179,788	94,773	100	100
Apr. 30, 1876	14.2	1.8	9.2	20	14	9	Leav. worth, Atchison & N. W. (Pa.). Pa. & Ohio.	47,623	400,000	355,000	101.1	101.1	101.1	101.1	173,692	173,692	94,773	100	100
May 31, 1876	16.0	32.5	14.7	2	1	1	Leav. worth, Atchison & N. W. (Pa.). Pa. & Ohio.	10,925	400,000	355,000	101.1	101.1	101.1	101.1	173,692	173,692	94,773	100	100
Jun. 30, 1876	103.0	104.3	104.3	208	59	52	Lehigh and Lackawanna (C. of N. J.). Pa.	125,119	5,800,000	5,800,000	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
Jul. 31, 1876	85.0	92.0	43.3	4	12	17	Lehigh and Lackawanna (C. of N. J.). Pa.	455,048	5,800,000	5,800,000	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
Aug. 31, 1876	126.0	6.0	35.0	7	4	2	Lehigh and Lackawanna (C. of N. J.). Pa.	31,862	2,608,250	2,608,250	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
Sep. 30, 1876	100.0	10.0	27.2	2	1	1	Lehigh and Lackawanna (C. of N. J.). Pa.	998,054	2,608,250	2,608,250	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
Oct. 31, 1876	25.0	2.0	70.0	9	6	3	Lehigh and Lackawanna (C. of N. J.). Pa.	1,989,412	2,608,250	2,608,250	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
Nov. 30, 1876	23.0	64.0	24.0	25	61	8	Lehigh and Lackawanna (C. of N. J.). Pa.	1,989,412	2,608,250	2,608,250	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
Dec. 31, 1876	100.0	83.7	29.3	38	27	14	Lehigh and Lackawanna (C. of N. J.). Pa.	1,989,412	2,608,250	2,608,250	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
Jan. 30, 1876	109.0	63.7	29.3	38	27	14	Lehigh and Lackawanna (C. of N. J.). Pa.	1,989,412	2,608,250	2,608,250	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
Feb. 28, 1876	27.5	17.0	103.6	36	16	45	Lehigh and Lackawanna (C. of N. J.). Pa.	1,989,412	2,608,250	2,608,250	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
Mar. 31, 1876	27.5	17.0	103.6	36	16	45	Lehigh and Lackawanna (C. of N. J.). Pa.	1,989,412	2,608,250	2,608,250	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
Apr. 30, 1876	12.4	419.3	71.9	184	69	46	Lehigh and Lackawanna (C. of N. J.). Pa.	1,989,412	2,608,250	2,608,250	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
May 31, 1876	12.4	71.9	22.3	23	19	1	Lehigh and Lackawanna (C. of N. J.). Pa.	1,989,412	2,608,250	2,608,250	273,173	273,173	273,173	273,173	512,989	1,032,211	422,000	100	100
Jun. 30, 1876	12.4	22.3	4.7	12	10	4	Lehigh and Lackawanna (C.												



## RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &amp;c., &amp;c.

For amounts (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Year ending	Railroad.			Rolling Stock.		Company.	Property and Assets.				Liabilities.				Operations.			Earnings.		Value of Shares.
	Main Line.	Branch and Sidings.	2d Track and Sidings.	Engines.	Freight.		Railroad in progress.	Freight.	Pass.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.					
					Car.											Wagon.				
1875	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1876	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1877	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1878	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1879	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1880	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1881	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1882	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1883	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1884	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1885	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1886	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1887	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1888	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1889	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1890	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1891	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1892	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1893	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1894	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1895	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1896	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1897	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1898	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1899	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1900	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1901	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1902	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1903	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1904	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1905	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1906	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1907	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1908	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1909	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1910	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1911	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1912	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1913	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1914	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1915	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1916	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1917	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1918	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1919	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1920	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1921	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1922	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1923	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1924	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1925	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1926	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1927	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1928	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1929	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	
1930	10.5	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.		



Pol. Sci. Reference



## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Div'ds Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic and Great Western, pref.	10,000,000	7	7	107
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	107
Atlantic and Pacific, preferred	276,280	7	7	107
Atlantic and St. Lawrence, guar.	10,000,000	7	7	107
Baltimore and Ohio, preferred	3,994,900	4	4	107
Berkshire, guaranteed	4,348,489	6	6	79
Blossburg and Corning, guaranteed	600,000	7	7	79
Boston, Concord and Montreal, pref.	250,000	5	5	78
Buffalo, New York and Erie, guar.	800,000	6	6	78
Catawissa, pref. and guar.	950,000	7	7	86
Camden and Amboy, guaranteed	1,159,506	7	7	139
Camden and Atlantic, preferred	838,352	7	7	104
Cayuga and Susquehanna, guar.	880,110	9	9	104
Cedar Rapids and Missouri River, preferred and guaranteed	769,600	7	7	107
Central of New Jersey, guar.	20,000,000	10	10	62
Central Ohio, preferred	411,550	6	6	80
Chemung, guaranteed	380,000	6	6	49
Cheshire, preferred	2,153,200	7	7	107
Chicago and Alton, preferred	2,425,400	10	10	115
Chicago, Iowa & Nebraska, guar.	3,916,300	8	8	63
Chicago and North-Western, pref.	21,485,953	7	7	63
Cinc. and Cleveland, pref.	429,000	6	6	63
Cleveland and Mahoning, guar.	2,059,200	7	7	131
Cleveland and Pittsburgh, guar.	11,236,150	7	7	131
Cumberland Valley, 1st preferred	241,900	8	8	8
2d preferred	243,000	8	8	8
Dayton and Michigan, pref. & guar.	922,400	8	8	8
Delaware, guaranteed	1,330,960	6	6	8
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	8
Dubuque and Sioux City, guar.	5,000,000	3	3	64
Dubuque South-Western, pref.	590,316	8	8	29
Eastern (N. H.), guaranteed	492,500	6	6	80
Elmira, Jeff. and Canad., guar.	500,000	5	5	22
Elmira & Williamsport, pref. & guar.	500,000	7	7	22
com. & guar.	500,000	5	5	22
Erie Railway, preferred	8,536,910	7	7	7
Erie and Pittsburgh, guar.	2,000,000	7	7	7
Evansville and Crawfordville, pref.	100,000	7	7	21
Hannibal and St. Joseph, pref.	2,167,700	7	7	104
Harrisburg and Lancaster, guar.	1,182,550	7	7	98
Honamont, preferred	1,180,000	8	8	98
Huntington & Broad Top Mt., pref.	190,750	7	7	98
Jeff. and Indianapolis, guar.	2,000,000	7	7	98
Joliet and Chicago, guar.	1,500,000	7	7	98
Joliet and Northern Indiana, guar.	300,000	8	8	98
Little Miami, Col. and Xenia, guar.	6,394,450	8	8	98
Louisv. Cincinnati and Lex. pref.	851,000	9	9	98
Marietta and Cincinnati, 1st pref.	3,101,650	6	6	98
2d pref.	4,436,350	6	6	98
Mich. Southern, (Lake Shore) guar.	533,500	10	10	98
Mill Creek, guaranteed	323,375	10	10	98
Milwaukee and St. Paul, preferred	12,274,483	7	7	108
Mine Hill, guaranteed	3,856,450	8	8	108
Montclair, guaranteed	2,000,000	7	7	97
Morris and Essex, guar.	15,000,000	7	7	97
Nesquehoning Valley, guar.	2,000,000	10	10	110
Newark and New York, guar.	1,000,000	7	7	109
Newcastle and Beaver Valley, guar.	605,000	10	10	106
New Jersey, guaranteed	7,235,200	10	10	106
New London Northern, guar.	971,400	10	10	106
New York & Harlem, pref. & guar.	1,500,000	8	8	136
com. & guar.	8,500,000	8	8	136
Niagara Br. & Canandaigua, guar.	1,000,000	6	6	8
Northern (B. C.), preferred	105,000	8	8	8
Northern New Jersey, guar.	1,000,000	8	8	124
Norwich and Worcester, guar.	2,823,400	10	10	80
Ogdensburg & Lake Cham., guar.	8,077,000	7	7	80
com. & guar.	2,000,000	8	8	28
Ohio and Mississippi, preferred	4,000,000	7	7	28
Oswego and Syracuse, guar.	1,144,400	9	9	9
Panama, guaranteed	7,000,000	12	12	139
Patterson and Hudson, guar.	630,000	5	5	54
Pemberton and Hightstown, guar.	342,000	6	6	6
Penn. and Bureau Valley, guar.	1,200,000	8	8	8
Philadelphia and Erie, preferred	2,400,000	12	12	205
Phil. Germantown & Norristown, guar.	2,231,900	10	10	110
Philadelphia and Reading, pref.	1,551,387	10	10	139
Philadelphia and Trenton, pref.	1,259,100	10	10	102
Pittsburg, Ft. Wayne & Chic., guar.	22,214,285	7	7	86
Pittsfield and North Adams, guar.	400,000	5	5	10
Portland, Saco & Portsmouth, guar.	1,500,000	10	10	10
Portsmouth & Genesee Valley, guar.	557,580	7	7	74
Railroad, preferred and guaranteed	4,198,700	7	7	15
St. Louis, Alton & Terre Haute, guar.	2,468,400	7	7	7
St. Louis, Jacksonv. & Chic., pref. & guar.	1,064,100	7	7	31
St. Louis, Kansas City & Nor., pref.	12,000,000	5	5	5
Schenectady Valley, guaranteed	578,000	5	5	5
Shamokin V. & Pottsville, guar.	899,450	6	6	6
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	7
2d pref.	1,000,000	7	7	7
Toledo, Wabash and Western, pref.	1,000,000	7	7	102
Warren, guaranteed	1,500,000	7	7	102
<b>CANAL STOCKS:</b>				
Delaware Division, guar.	1,633,350	8	8	8
Delaware and Maryland, guar.	4,847,500	10	10	138
Morris preferred and guaranteed	1,175,000	4	4	55
com. & guar.	1,500,000	4	4	55
Schenectady Navigation preferred	2,505,977	6	6	28

## WHOLESALE PRICE CURRENT.

IRON--DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, 7 per ton; Polished Sheet, 5 cents per lb.; Galvanized, 2 1/2; Scrap Cast, 30; Scrap Wrought, 35 per ton. No Bar iron to pay a less duty than 35 per cent ad val.	
Pig, Scotch--Coltress.....per ton 29 @ 29 60	
Gartsherrrie.....@ 29 60	
Summerlee.....@ 29 60	
Carnbroe.....@ 29 60	
Langloan.....@ 29 60	
Glengarnock.....27 50 @ 28	
Eglinton.....27 @ 28	
Pig, American, No. 1.....22 @ 23	
Pig, American, No. 2.....20 @ 22	
Pig, American, Forge.....19 @ 20	
Bar, Refined, English and American.....@ 20	
Bar, Sweden, assorted sizes.....(gold) 100 @ 20	
STORE PRICES.	
Bar, Sweden, ordinary sizes.....130 @ 132 50	
Bar, Sweden, Plover sizes.....@ 41	
Bar, Refined, 1 1/2 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in.....21 @ 21	
Bar Refined, 1 1/2 to 6 by 1/2 & 5-16 in.....27 @ 27	
Bar Refined, 1 1/2 by 1/2 & 5-16.....27 @ 27	
Large Rounds, 2 1/2 to 3 1/2 @ 4 in.....27 @ 27	
Scroll.....3 1/2 @ 6.1	
Ovals and Half-round.....5.1 @ 4.2	
Band, 1 to 6 in. by 3-16 to No. 12.....29 @ 29	
Horse Shoe.....4 @ 4	
Rods, 1 1/2-16 inch.....2.6 @ 4.7	
Hoop, 1/2 by No. 22 to 1 1/2 by 13 & 14.....5.5 @ 3.3	
Nail Rod.....7.2 @ 7.2	
Sheet Russia, as to assortment.....(gold) @ 12	
Sheet, Single, D. and T. Common.....31 @ 4	
Sheet, Doubles and Trebles, Charcoal.....5 @ 54	
Sheet Galvanized 1st and 2d quality, List 25 @ 45 p. c. disc.	
Rails, English.....(gold) per ton.....@ 45	
Rails, American, at Works in Penna. c'y. 43 @ 45	
STEEL--DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent ad val. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb. 14 @ 16	
English Spring (2d and 1st quality).....@ 61	
English Blister (2d and 1st quality).....9 @ 14	
English Machinery.....9 @ 10 1/2	
English German (2d and 1st quality).....10 1/2 @ 11 1/2	
American Blister.....@ 9	
American, Cast, Tool.....@ 16	
American, Cast Spring.....@ 9	
American Machinery.....@ 10	
American German Spring.....@ 10	
NAILS--DUTY: Cut, 1 1/2; Wrought, 2 1/2. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent ad val.	
10d. to 60d. Com. Fence & Sheath per keg.....@ 3 10	
6d. and 7d. ".....@ 3 35	
6d. and 7d. ".....@ 3 60	
4d. and 5d. ".....@ 3 85	
3d. and 4d. Light.....@ 4 60	
3d. Fine.....@ 5 35	
2d.....@ 5 35	
Cut Spikes, all sizes.....@ 3 35	
TIN--DUTY: Pig, Bars and Block, 7 per lb.; Plate and Sheets and Terne Plates, 1 1-10 cents per pound.	
Blanca.....(gold) per lb. @ 21	
Straits.....(gold) @ 16 1/2	
English, L. & F.....(gold) @ 17	
English, Refined.....(gold) @ 17 1/2	
Plates--Fair to good brands.....Gold.	
I. C. Charcoal.....per box. 7 @ 7 50	
I. C. Coke.....6 @ 6 50	
Coke Terne.....5 75 @ 6 12	
Charcoal Terne.....6 25 @ 6 75	
PETROLEUM--DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40 @ 48 gravity (in bulk).....10 1/2 @ 10 1/2	
Crude 40 @ 47 gravity (in shipping order).....@ 14 1/2	
Refined, Standard White (in ship's order).....18 @ 18	
Refined, S. W. (in jobbing lots).....21 1/2 @ 23	
Refined, S. W. (in tin).....22 @ 24	
Naphtha, Refined (65 @ 75 gravity).....@ 11	
Residuum.....(in shipping order) per gall. 9 1/2 @ 11	
COPPER--DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent ad val.	
Copper, New Sheathing, (over 12 oz.) per lb. @ 31	
Copper, Bolts.....@ 32	
Copper, Braziers' (over 18 oz.).....@ 32	
Copper, Nails.....@ 35	
Copper, Old Sheathing, &c., mixed lots.....19 @ 20 1/2	
Copper, American Ingot Lake.....19 1/2 @ 19 1/2	
Copper, English Pig.....@ 21	
Yellow Metal, New Sheathing & bronze.....20 1/2 @ 21	
Yellow Metal, Bolts.....26 @ 28	
Yellow Metal, Nails, Sheathing & Slatting.....@ 21	
LEAD--DUTY: Pig, 32 per 100 lb.; Old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Spanish Ordinary.....(gold) per 100 lb. @ 6 75	
German Ordinary.....(gold) @ 6 75	
English.....(gold) 6 87 1/2 @ 6 90	
Foreign Refined.....(gold) 6 75 @ 6 75	
Domestic.....(gold) 7 @ 7	
COAL--DUTY: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, 75 cts.; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel.....10 @ 11	
Liverpool House Cannel.....15 @ 17	
Anthracite (by cargo).....per ton of 2,000 lb. 5 @ 6 25	

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 18.

	W. 9.	Th. 10.	F. 11.	Sat. 12.	M. 13.	Tu. 14.	W. 15.
Allegheny Val. 7 3-10s. 101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
7s, Income.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Camden & Am. 6s, 1883.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
6s, 1889.....103	103	103	103	103	103	103	103
Mort. 6s, 1889.....107	107	107	107	107	107	107	107
Camden and Atlantic.....	107	107	107	107	107	107	107
Preferred.....52	52	52	52	52	52	52	52
1st mortgage.....	52	52	52	52	52	52	52
2d mortgage.....	52	52	52	52	52	52	52
Catawissa.....12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Preferred.....43	43	43	43	43	43	43	43
New preferred.....41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
7s, new.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Del. & Bound Brook 7s.....102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Elmira & Williamsport.....103	103	103	103	103	103	103	103
Preferred.....	103	103	103	103	103	103	103
7s.....102	102	102	102	102	102	102	102
Hunt. & B. Top Mt.....	102	102	102	102	102	102	102
Preferred.....	102	102	102	102	102	102	102
2d mortgage.....	102	102	102	102	102	102	102
Lehigh Navigation.....39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2
6s, 1877.....39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2
6s, 1884.....103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Gold Loan.....103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Railroad Loan.....101	101	101	101	101	101	101	101
Conv. Gold Loan.....	101	101	101	101	101	101	101
Lehigh Valley.....56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
6s, new, coupon.....	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
6s, new, registered.....100	100	100	100	100	100	100	100
7s.....114	114	114	114	114	114	114	114
Consol. mort. 6s.....100	100	100	100	100	100	100	100
Little Schuylkill.....	100	100	100	100	100	100	100
7s.....47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2
Minchill & Sch. Haven.....54	54	54	54	54	54	54	54
North Pennsylvania.....50	50	50	50	50	50	50	50
1st mortgage 6s.....	50	50	50	50	50	50	50
2d mortgage 7s.....109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Chattel 10s.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Gen'l mort. 7s, coup.....	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Northern Central.....35	35	35	35	35	35	35	35
Pennsylvania R. R. 49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2



## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	Th.10.F.11	Sat.12	M.14	Tu.15	W.16
Adams Express.....	112	112	114	114	114
Albany and Sag.....	103	103	103	103	103
1st mortgage.....	107	107	107	107	107
2d mortgage.....	59	59	60	60	60
American Express.....	92	92	92	92	92
Am. Dock and Imp. 7s.....	2	2	2	2	2
Atlantic & Pacific pref. 2d.....	17	17	17	17	17
Atlantic & Pacific Tel.....	42	42	42	42	42
Bost. Hart & Erie 1st.....	61	61	61	61	61
Burl. C. R. & Minn. 1st.....	112	112	112	112	112
Central of N. Jersey.....	101	101	101	101	101
1st mortgage, new.....	93	93	93	93	93
7s, consolidated.....	108	108	108	108	108
7s, convertible.....	94	94	94	94	94
Central Pacific 6s, gold 109.....	92	92	92	92	92
1st M. (San Joaquin).....	102	102	102	102	102
1st M. (Cal. and Or.).....	102	102	102	102	102
Land grant 6s.....	102	102	102	102	102
Chicago and Alton.....	120	120	120	120	120
Preferred.....	111	111	111	111	111
1st mortgage.....	111	111	111	111	111
Sinking Fund.....	111	111	111	111	111
Income bonds.....	111	111	111	111	111
Chic. Burl. & Quincy 119.....	111	111	111	111	111
7s Consol. 1903.....	111	111	111	111	111
6s, 1883.....	111	111	111	111	111
Chic. & Milwaukee 1st.....	111	111	111	111	111
Chic. Mil. and St. Paul 37.....	111	111	111	111	111
Preferred.....	111	111	111	111	111
1st mortgage, 8s.....	111	111	111	111	111
2d mortgage, 7 5-10s.....	111	111	111	111	111
7s, gold.....	111	111	111	111	111
1st M. (La Crosse div.).....	111	111	111	111	111
1st M. (I. and M. div.).....	111	111	111	111	111
1st M. (I. and D. div.).....	111	111	111	111	111
1st M. (H. and D. div.).....	111	111	111	111	111
1st M. (C. & M. div.).....	111	111	111	111	111
Consolidated S. F.....	111	111	111	111	111
Chic. & Northwestern 38.....	111	111	111	111	111
Preferred.....	111	111	111	111	111
1st mortgage.....	111	111	111	111	111
Sinking Fund.....	111	111	111	111	111
Consolidated 7s.....	111	111	111	111	111
Consol. Gold bonds.....	111	111	111	111	111
Do. reg.....	111	111	111	111	111
Chic. Rock Isl. & Pac. 105.....	111	111	111	111	111
7s, 1894.....	111	111	111	111	111
Clev., Col., C. and Ind.....	111	111	111	111	111
1st mortgage.....	111	111	111	111	111
Clev. & Pittsburg guar.....	111	111	111	111	111
7s, Consolidated.....	111	111	111	111	111
4th mortgage.....	111	111	111	111	111
Clev., P. and Ash 7s.....	111	111	111	111	111
7s, new.....	111	111	111	111	111
Col. Chic. & Ind. Cent.....	111	111	111	111	111
1st mortgage.....	111	111	111	111	111
2d mortgage.....	111	111	111	111	111
Consol. Coal of Md.....	111	111	111	111	111
Del. & Hudson Canal 96.....	111	111	111	111	111
Reg. 7s, 1891.....	111	111	111	111	111
Reg. 7s, 1884.....	111	111	111	111	111
Del. Lack. & Western 95.....	111	111	111	111	111
2d mortgage 7s.....	111	111	111	111	111
7s, Convertible.....	111	111	111	111	111
Det. Mon. & Tol. 1st.....	111	111	111	111	111
Et. of Columbia 3-6s.....	111	111	111	111	111
Erie Railway.....	111	111	111	111	111
Preferred.....	111	111	111	111	111
1st mortgage.....	111	111	111	111	111
2d mortgage.....	111	111	111	111	111
4th mortgage.....	111	111	111	111	111
5th mortgage.....	111	111	111	111	111
Great Western 1st mort 93.....	111	111	111	111	111
2d mortgage.....	111	111	111	111	111
Hannibal & St. Joseph 101.....	111	111	111	111	111
Preferred.....	111	111	111	111	111
7s, Convertible.....	111	111	111	111	111
Hudson River 2d mort.....	111	111	111	111	111
Illinois Central.....	111	111	111	111	111
Kansas Pacific.....	111	111	111	111	111
Lake Shore & Mich. So. 54.....	111	111	111	111	111
Consol. 7s.....	111	111	111	111	111
Consol. 7s, reg.....	111	111	111	111	111
Lake Shore Div. bonds.....	111	111	111	111	111
Leh. & W.B. 7s, Con. 81.....	111	111	111	111	111
Long Dock bonds.....	111	111	111	111	111
L'ville & Nash. 7s Cons.....	111	111	111	111	111
Michigan Central.....	111	111	111	111	111
7s, 1902.....	111	111	111	111	111
7s, 1882.....	111	111	111	111	111
M. S. and N. I. 1st, S.F.....	111	111	111	111	111
2d mortgage.....	111	111	111	111	111
Morris and Essex.....	111	111	111	111	111
1st mortgage.....	111	111	111	111	111
2d mortgage.....	111	111	111	111	111
7s of 1871.....	111	111	111	111	111
7s, Convertible.....	111	111	111	111	111
7s, Consolidated.....	111	111	111	111	111
N. Y. Cent. & Hud. Riv.....	111	111	111	111	111
7s Sinking fund, 1876.....	111	111	111	111	111
6s Sinking fund, 1885.....	111	111	111	111	111
6s Sinking fund, 1887.....	111	111	111	111	111
1st mortgage, reg.....	111	111	111	111	111
N. York and Harlem, 1871.....	111	111	111	111	111
Preferred.....	111	111	111	111	111
1st mortgage.....	111	111	111	111	111
1st mortgage, reg.....	111	111	111	111	111

## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	Th.10.F.11	Sat.12	M.14	Tu.15	W.16
New Jersey.....	138	138	138	138	138
N. Y. N. Haven & Hart 163.....	138	138	138	138	138
North Missouri 1st M. 96.....	138	138	138	138	138
Ohio and Mississippi 134.....	138	138	138	138	138
Preferred.....	138	138	138	138	138
2d mortgage.....	138	138	138	138	138
Consolidated 7s.....	138	138	138	138	138
Consol. Sinking fund.....	138	138	138	138	138
1st M. (Springfield D.).....	138	138	138	138	138
Pacific Mail S. S. Co. 24.....	138	138	138	138	138
Pacific R. R. of Mo. 61.....	138	138	138	138	138
1st mortgage.....	138	138	138	138	138
2d mortgage.....	138	138	138	138	138
Pacific 7s, guar. by Mo. 85.....	138	138	138	138	138
Panama.....	138	138	138	138	138
Pitts., Ft. W. & Chi. 103.....	138	138	138	138	138
1st mortgage.....	138	138	138	138	138
2d mortgage.....	138	138	138	138	138
3d mortgage.....	138	138	138	138	138
Quicksilver Mining Co.....	138	138	138	138	138
Preferred.....	138	138	138	138	138
St. L. Alton and T. H.....	138	138	138	138	138
Preferred.....	138	138	138	138	138
1st mortgage.....	138	138	138	138	138
2d mort. preferred.....	138	138	138	138	138
Income bonds.....	138	138	138	138	138
St. L. Iron Mt. & S'thn.....	138	138	138	138	138
1st mortgage.....	138	138	138	138	138
2d mortgage.....	138	138	138	138	138
St. L. Jack. & Chi. 1st.....	138	138	138	138	138
Preferred.....	138	138	138	138	138
Tol. P. & W. 1st E. D.....	138	138	138	138	138
1st mort., West. Div.....	138	138	138	138	138
Tol. Wab. & Western.....	138	138	138	138	138
Preferred.....	138	138	138	138	138
1st mortgage.....	138	138	138	138	138
2d mortgage.....	138	138	138	138	138
7s, Consolidated.....	138	138	138	138	138
St. Louis Division.....	138	138	138	138	138
Union Pacific.....	138	138	138	138	138
1st mortgage.....	138	138	138	138	138
Land Grant 7s.....	138	138	138	138	138
Sinking Fund 8s.....	138	138	138	138	138
United States Express.....	138	138	138	138	138
Warren.....	138	138	138	138	138
Wells-Fargo Express.....	138	138	138	138	138
Western Pacific bonds.....	138	138	138	138	138
Western Union Tel.....	138	138	138	138	138
7s, S. F. conv. 1900.....	138	138	138	138	138

## Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

	Th.10.F.11	Sat.12	M.14	Tu.15	W.16
Atch., Top. and San. Fe.....	164	164	164	164	164
1st mortgage.....	83	83	83	83	83
2d mortgage.....	50	50	50	50	50
Land Grant 7s.....	77	77	77	77	77
Income 12s.....	132	132	132	132	132
Boston and Albany.....	116	116	116	116	116
6s, 1895.....	116	116	116	116	116
Boston and Lowell.....	55	55	55	55	55
7s.....	55	55	55	55	55
Boston and Maine.....	97	97	97	97	97
Boston and Providence.....	97	97	97	97	97
Boston, Hart. & Erie 7s 19.....	19	19	19	19	19
Boston Water Power 91.....	81	81	81	81	81
Burl. & Mo. R. in Iowa.....	110	110	110	110	110
Land Grant 7s.....	110	110	110	110	110
Burl. & Mo. R. in Neb.....	102	102	102	102	102
8s, old.....	102	102	102	102	102
Carthage and Burl. 8s.....	110	110	110	110	110
Cary Improvement.....	110	110	110	110	110
Chi. Burl. and Quincy 119.....	110	110	110	110	110
7s.....	110	110	110	110	110
Cin. Sand. and Clev.....	61	61	61	61	61
Concord.....	81	81	81	81	81
Connecticut River.....	61	61	61	61	61
Eastern.....	61	61	61	61	61
7s, Sinking Fund.....	101	101	101	101	101
Fitchburg.....	101	101	101	101	101
Ind. Cin. & Lafayette.....	101	101	101	101	101
Michigan Central.....	101	101	101	101	101
Nashua and Lowell.....	101	101	101	101	101
Northern, N. H.....	101	101	101	101	101
Norwich & Worcester 124.....	124	124	124	124	124
Ozden & Lake Champ.....	101	101	101	101	101
Preferred.....	101	101	101	101	101
Old Colony.....	107	107	107	107	107
Ph. Wil. & Baltimore.....	61	61	61	61	61
Port'd, Saco & Ports.....	101	101	101	101	101
Ports, Gt. Falls & Con.....	101	101	101	101	101
Pullman Palace Car.....	17	78	77	77	77
Union Pacific.....	101	101	101	101	101
6s.....	102	102	102	102	102
Land Grant 7s.....	102	102	102	102	102
Sinking Fund 8s.....	91	91	91	91	91
Vermont and Canada.....	91	91	91	91	91
Vermont and Mass.....	91	91	91	91	91
Worcester and Nashua.....	91	91	91	91	91
Cambridge (Horse).....	105	105	105	105	105
Metropolitan (" ).....	105	105	105	105	105
7s.....	105	105	105	105	105
Middlesex ( " ).....	105	105	105	105	105
Central Mining Co.....	105	105	105	105	105
Calumet and Hecla.....	159	160	160	160	160
Copper Falls.....	8	8	8	8	8
Franklin.....	40	40	40	40	40
Quincy.....	40	40	40	41	41

last week at \$21,092,000, and their greenback average at \$58,683,200. Their deposits stood at \$226,515,100. The loan item was \$253,075,800. The circulation was \$15,273,900.

The City Bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$23,146,425, as against \$23,839,350 the preceding week.

The aggregate of the outstanding U. S. currency of all denominations, August 1st, was \$403,022,216. The outstanding amount of legal tender notes is \$369,619,228. The National bank circulation is now \$325,935,422, including \$2,099,190 of national gold bank notes.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$14,328,170; special deposit of legal tenders for the redemption of certificates of deposit, \$33,790,000; Coin, \$60,494,663; Coin certificates, \$29,323,700.

Under instructions from the Secretary of the Treasury the U. S. Assistant Treasurer at New York sold on Wednesday the 16th inst., the \$2,269,089 gold received for the bonds of the 5 per cent. funded loan of 1881, marketed on the 12th inst. at from \$111 26@111 35. The bids reached \$10,867,000.

The exports of specie from San Francisco, from January 1 to August 3, were \$27,065,652.

The income of the Government from internal revenues thus far in the current fiscal year, commencing with July 1, 1876, has been about 16 millions; and from Customs, 18 millions.

The week's import entries of Foreign Merchandise at New York were \$5,760,715, including \$2,085,410 of Dry Goods.

Gold has been moderately active, but quoted lower. The offering by the Government of over two million on Wednesday tended to weaken the speculation. The inquiry for custom house purposes was moderate for the season; and the export drain was comparatively very light. The extremes of the price during the week have been 111½@111¾, closing on Wednesday at 111½, as against 111¾ on Wednesday of the preceding week. The specie outflow last week was \$279,600, against \$605,324 the previous week. The imports of specie at this port last week were \$178,926, and since January 1st \$2,848,901 as against \$3,137,570 same time last year. The customs demand for gold last week averaged \$380,833 per day. Foreign Exchange has been in less request and quoted heavy. Bankers sixty day bills on London closed on Wednesday at \$4 86¼@4 87; sight bills on London at \$4 88¼@4 89 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$4,519,341. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,760,715 as against \$3,843,937 the corresponding week of 1875.

Government Securities have been in much better demand for investment purposes, opening weaker, but closing at firmer rates. The new 5 per cent. Geneva award bonds have been selling at 117½. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$339,678,850.

U. S. sixes of 1881 closed on Wednesday of this week at 120¼@120¾; U. S. Five-Twenties of

1865, at 115¼@116; U. S. Five-Twenties of 1865 consolidated, 117¼@117½; U. S. Five-Twenties of 1867 119¼@119½; U. S. Five-Twenties of 1868, 121@121½; U. S. Ten-Forties at 119¼@119½; U. S. Fives of 1881, (Funding Loan) 117¼@117½; Six per cent. currency Sixes 126¼@126½.

State and Railway bonds have been more active, and prices of the more substantial loans have been ruling stronger. And in the line of Railway and Miscellaneous share property the week's business has been on a more extensive scale, at unsettled prices under speculative manipulations; closing rather buoyantly on the general list.

General business has been comparatively moderate in domestic produce, but has been more active in the merchandise line, especially so in Dry Goods, Boots and Shoes, Petroleum, Naval Stores, and Groceries at irregular prices. Metals have been rather slow of sale. Eglinton Pig Iron quoted here at \$27@27 50; Glengarnock \$27 50@28 50; Coltness \$28 50@29 50; No. 1 American Pig at \$22@23; No. 2 do. at \$20@22 00; Forge \$18@20; American Rails at works \$42 50@45 00; Old Rails \$21@22. Wrought Scrap \$28. Ocean freights have shown more animation but at easier figures, especially for berth room. The main inquiry having been from shippers of Grain, Flour, Petroleum, Provisions, Tobacco, Cotton, Resin, and Oil Cake.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri, Kansas and Texas R. R., 8½; do. consol. S. F. bonds, 57; Canada Southern 1st mort., with int. certifi., 52; East Tenn., Va. and Ga. 1st mort., 96; Nashville and Decatur 1st mort., 91; Galena and Chicago 1st mort., 107; South Pacific R. R. of Mo. bonds, 70; Delaware and Hudson Canal reg. bonds 1877, 108½; New Jersey Southern R. R., ¾; Producers' Consol. L. and P. Co., 113¾; Mariposa L. and M., 8; Pennsylvania Coal, 238; Missouri 6s, long bonds, 107¼; do. 6s, 1878, 102; do. 6s, 1877, 101; Tennessee 6s, new, 46¾; do. old, 47; do. n. s., 47; Georgia 7s, gold, 105; Virginia 6s, consol., 2d series, 32½; Louisiana 7s, consol., 55. The latest quotations are: Pacific Mail, 24¼@24¾; Western Union Telegraph, 72@72½; Atlantic and Pacific Tel., 17¼@18; Quicksilver Mining, 11¼@13; do. pref., 14@17½; Mariposa Land and Mining, 7@8; do. pref., 8@10; Adams Exp., 112¼@114; American Exp., 60¼@61; U. S. Express, 66@67; Wells-Fargo Express, 84¼@85¾; Chicago and Alton, 102¼@102½; Cleveland and Pittsburgh, 93@93¾; Chicago and Northwestern, 39@39¼; do. pref., 63¾@63¾; Chicago, Rock Island and Pacific, 107½@107½; Chicago, Milwaukee and St. Paul, 87¼@87½; do. pref., 70¾@70¾; Cleveland, Columbus, Cincinnati and Indianapolis, 41¼@42; Columbus, Chicago and Indiana Central, 3¾@4¼; Delaware, Lackawanna and Western 95¼@95½; Erie, 14¼@14¾; Hannibal and St. Joseph, 11¼@12½; do. pref., 20@21½; Lake Shore and Michigan Southern, 51¼@54¼; Michigan Central, 42¾@43½; New York and Harlem, 137½@139; N. Y. Central and Hudson River 106½@107; Central of New Jersey 62½@62½; Ohio and Miss., 13¼@13½; Panama, 127@135; Toledo, Wabash

and Western, 1¾@2; Pacific R. R. of Mo., — 7½; Union Pacific, 64@64½; do. 1st mort., 105¾@105¾; do. 7s, land grant, 105@—; do. sinking fund 8s, 95¼@—; Central Pacific 6s, gold, 109¼@—.

Philadelphia.—Pittsburg, Titusville and Buffalo 7s, 47½; Pennsylvania and New York Canal 7s, 109½; Belvidere Delaware 2d mort., 103¼; West Jersey R. R., 1st mort., 102; do. 7s, 108½; Susq. Canal 6s, 75; Northern Pacific 7.30s, 15; Huntingdon and Broad Top Mt. 1st mort., 107; Am. S. S. Co. 6s, 82½; Shamokin Valley and Pottsville 7s, 99; Delaware and Bound Brook R. R., 100; Nesquehoning Valley R. R., 55; Philadelphia, Germantown and Norristown R. R., 101½; Central Transp. 44½; Empire Transp. 49½. The latest quotations are: City 6s, 104¼@105¼; do. free of tax, 110¾@110¾; Pennsylvania State 6s, 2d series, 104@104; do. 3d series, 112¼@113¼; Philadelphia and Reading, 44½@44½; do. Gen'l mort. 7s, coup., 106@107 do. reg., 106@107; do. mort. 6s, 1880, 102@—; do. 7s, new conv., 98¾@99¼; do. 7s, 1893, 109@110; United New Jersey R. R. and Canal Co., 139¼@139¼; Camden and Amboy mort. 6s, 1889, 106¼@107¼; Pennsylvania R. R., 49@49½; do. 1st mort., 105¼@106; do. general mort. coupon, 105¾@106¼; do. reg., 107½@108; do. Consol. mort. 6s, reg., 99@101; Little Schuylkill R. R., 47¼@47¾; Morris Canal, 50@56; do. pref., 138@140; Susq. Canal, 6@10; do. 6s, 74¼@76; Schuylkill Nav., 6@7; do. pref., 12¾@14; do. 6s, 1882, 77¼@78¼; do. 1872, 95@95½; Elmira and Williamsport pref., 40@—; do. 7s, 101½@103; do. 5s, 65@—; Lehigh Coal and Navigation, 38¾@38¾; do. 6s, 1884, 102¼@103; do. R. R. Loan 102¼@102¾; do. Gold Loan, 103¼@104; North Pennsylvania, 50@50½; do. 6s, 104@—; do. 7s, 109@—; do. Gen'l mort. 7s, reg., 106@107; do. chattel 10s, 103@—; Philadelphia and Erie 16¾@16¾; do. 6s, 102¼@103¼; do. 7s, 94¾@95¼; Minehill, 53¼@54¼; Catawissa, 12@13; do. pref., 42¼@44; do. new pref., 40¾@41; do. 7s, 1900, 105@—; Lehigh Valley, 56¼@56¼; do. 6s, new coupon, 106@—; do. reg., 107@109; do. 7s, 113¼@114; do. consol. mort., 99¼@100; Fifth and Sixth streets (horse), 70@—; Second and Third, 83@85; Thirteenth and Fifteenth, 41¼@43; Spruce and Pine, 31¼@33; Green and Coates, 50½@—; Chestnut and Walnut, 93@98; Hestonville, 25½@26; Germantown, 64@67; Union, 98@103; Lombard and South, 20@23; Ridge Avenue, —@65; Tenth and Eleventh 125@—.

Boston.—Connecticut and Passumpsic Rivers R. R. pref., 37; Boston, Revere Beach and Lynn R. R., 110¾; Manchester and Lawrence R. R., 134½; Eastern R. R. 7s, notes, 49¼; Michigan Central Air Line 8s, 1890, 90; Old Colony R. R. 6s, 105½; Cheshire R. R. 6s, 97½; Boston and Lowell R. R. 6s, 101; Atchison, Topeka and Santa Fe gold scrip. 49; Boston, Clinton, Fitchburg and New Bedford R. R., 100; Boston Land, 5½; New Hampshire 6s, 111¼; Massachusetts 6s, 1877, 110½; Buffalo 6s, Water Loan, 104; Chicago 7s, 105; do. 6s, 98¾; Cambridge 6s, 1893, 110¾; Covington, Ky., 7.30s, 1890, 102¾; Fall River 6s, 1894, 106¾; East St. Louis 10s, 1884, 99; Bangor 6s, 1905, 106½; Cleveland 6s, 1896, 104½; Detroit 7s, 1890, 112¼; Cincinnati 7.30s,



1899, 110; do. 1902, 105½; Duncan Silver Mining Co., 37.

**Baltimore.**—Baltimore City 6s, 1875, 104; do. 1884, 109; do. 1890, 109½; Norfolk Water 8s, 104; Maryland 6s, Hospital, 106½; do. Defense 6s, 110½; Virginia Peelers, 33; Canton Co. 6s, gold, 98; Virginia and Tennessee 2d mort. 6s, 68; do. 8s, 67; Santa Clara Mining Co., 15½. The latest quotations are: Steubenville and Indiana 1st mort., 83¼@90; Atlanta and Richmond 8s, 40@62; Wilmington and Weldon 7s, 100@101½; Wilmington, Columbia and Augusta 7s, 85@—; Richmond and Danville 1st mort., 68½@70½; Pittsburg and Connellsville 7s, 1898, 103¾@104¼; Baltimore and Ohio, 153¼@155; do. 6s, 1880, 102½@104; do. 1885, 104¼@106; Northern Central, 88¾@85; do. 6s, 1885, 108@104; do. 6s, 1900, 103¼@—; do. 6s, 1900, gold, 101½@101¾; N. W. Va. 3d mort., 1885, 97@—; Marietta and Cincinnati 1st mort. 7s, 1892, 106½@108¼; do. 2d mort. 7s, 95½@95½; do. 3d mort. 8s, 66½@67; Central Ohio, 84@86; do. pref., 38@39½; do. 1st mort., 102@102½; Western Maryland 1st mort. 6s, 1890, 90@90; do. 1st mort. guar., 103@105; do. 2d mort. guar., —@107½; do. 3d mort. guar. 104@106; do. 2d mort. pref., 98@101; do. 2d mort. guar. by Washington Co., 100@102; Virginia and Tennessee 2d mort. 6s, 68@68½; do. 3d mort. 8s, 67@67½; Orange and Alexandria 1st mort. 6s, 80@—; do. 2d mort. 6s, 72@80; do. 3d mort. 8s, 63@70; do. 4th mort. 8s, 30@45; Orange, Alex. and Manassas 7s, 79½@82; Baltimore 6s, 1875, 103¾@104¼; do. 1884, 108½@109; do. 1886, 109@109¼; do. 1890, 109½@109¾; do. 1900, 109¼@—; do. 1902, 109½@—; do. 6s, exempt, 113@—; do. 6s, 94@100; Memphis City 6s, 50@—; Maryland Defense 6s, 1883, 110½@111; do. 6s, 1890, 103@108; do. 6s, exempt, 114@115; do. 5s, —@95; Virginia coupon 6s, old, 30@—; do. new, 30@—; do. consol. 6s, 66@66½; do. Peelers, 32¾@34; Virginia Consol. coupons, 86@86½; West Virginia def. certif., 5¼@6; City Passenger R. R., 30@81; George's Creek Coal, 125@136; Atlantic Coal, 1.75@2.05; Canton Co., 30@—; do. 1st mort. 6s, 92@94; Santa Clara Mining Co., 15@—; do. bonds, 39; do. coupons, 65@—.

The lines of the Virginia Telegraph Company, extending from Alexandria to Manassas, Winchester, Harrisonburg, Staunton and other points, has been sold to the Royal Land Company of Virginia. The Potomac, Fredericksburg and Piedmont railroad has also been sold to the same company, who are extending it west to Harrisonburg and their anthracite coal mines, as a narrow gauge. It is understood that the Virginia Telegraph Company will hereafter run in connection with the Atlantic and Pacific Company.

Mr. J. C. Welling, for some time the assistant treasurer of the Illinois Central Railroad Company, has been made auditor in place of W. K. Ackerman, promoted to the vice presidency. Mr. Henry De Wolf, formerly private secretary to the president, has been made assistant treasurer.

The new officers of the Saginaw Valley and St. Louis (Mich.) Railroad are as follows: President, D. H. Jerome; Vice-President, Geo. F. Williams; Secretary, Ezra Rust; Treasurer, A. W. Wright.

#### The Recent Quick Trip across the Continent.

The Illustrated London News, one of whose artists accompanied the Jarrett & Palmer lightning train across the continent, gives a large amount of space to illustrations of objects of interest seen along the route. The description of the trip is complimentary in all respects except, perhaps, as regards the rate of speed attained, which, it is intimated, would not be considered worth speaking of by railroad men in England. The writer evidently forgot that English railroad men know very little of such railroading as that across the continent. It is a notable fact that of new arrivals, even of first-class English engineers, scarcely one in ten can take a train from Sacramento to Truckee on time.

The Davenport and Northwestern Railroad company, which succeeds to the property and franchises of the Davenport and St. Paul Co., has been duly organized and the following officers chosen: President, L. H. Meyer, of New York; General Manager and Superintendent, John E. Henry, of Davenport; Treasurer, H. Rutten, of New York; Secretary pro tem., T. H. Marcus, of New York.

Colorado, which eleven years ago had no railroad, now has 660 miles, a considerable portion of which is narrow gauge. It has in the north a touch of the Union Pacific; the Kansas Pacific enters it at the middle of the east side, and the Atchison, Topeka and Santa Fe also crosses a part. Many local roads have been built.

The report of the Grand Junction Railway Company, which was presented at the annual meeting held in Belleville, Canada, on the 1st inst., stated the inability of the directors to induce any contractors to undertake the work. Present prospects indicate that the road will not be built for a long time to come.

The Cincinnati Gazette says of the Columbus and Toledo railroad, in Ohio, which is rapidly approaching completion, that it is a first class railway in respect to grades, alignment, rails, ties and road bed, the rails being one half steel, and that its cost averages but \$15,000 a mile.

At the annual meeting of the stockholders of the Vermont Division of the Portland and Ogdensburg Railroad Company, held on the 8th inst., the old Board of Directors was unanimously elected. At a meeting of the Directors Waldo Brigham was elected President and John H. George Secretary.

The survey for the coal branch of the Scioto Valley Railroad indicates that it will probably make its junction with the main line about twelve miles north of Circleville, on an air line with Columbus.

Prominent business men of Newburyport, Mass., are agitating the matter of a narrow gauge railroad from Salisbury Point Beach to Salisbury Beach proper, a distance of one and a half miles.

It is expected that the Seattle and Walla Walla Railroad will be completed this fall to the Renton and Talbot Mines on Black River.

Work has been recommenced on the Columbia and Port Deposit (Md.) Railroad.

#### Larne and Ballymena Railway.

A line of railway of 8 ft. gauge from Ballymena to the port of Larne has just been commenced. Its length will be about 22 miles, including a branch to the Ballymena, Bushdall, and Red Bay Railways, opened some two years ago, which is also of 8 ft. gauge. When this railway is completed Larne will be the nearest port of shipment for the iron ores of the northern district of Antrim. Mr. William Lewis, Memb. Inst. C. E., of Dublin, is the engineer of both lines.—*Herald.*

Hon. Abraham S. Hewitt and J. G. Stevens, the Receivers of the New York and Oswego Midland Railroad, filed their report on the 16th inst. for the second quarter of the current year. The receipts for April, May and June were \$142,755 84, which, with a balance on hand, April 1, of \$10,066 29, makes a total of \$154,824 13. The disbursements amounted to \$147,351 58, leaving a balance on hand of \$5,472 55.

Articles of incorporation were filed with the secretary of Colorado on the 25th ult. of the Trinidad, New Mexico and San Juan Railway Company, to run from Trinidad to Taos, New Mexico, and Parrot City, and Silverton, Colorado. There is also a prospect that the Denver and Rio Grande Railroad will soon be extended southward from El Moro to Cimmaron, or some other point in New Mexico.

The grading of the railroad from Tomales to Freestone, Sonoma County, California, is finished, all the trestle work in order and tracklaying commenced. A large force of men are at work between Freestone and Russian River, and there is every prospect that the road will be finished to the terminus on the river this fall.

The officers of the Fort Dodge and Fort Ridgely Railroad Company, recently elected, are: W. H. Brown, president; G. R. Pearsons, treasurer; James B. Williams, secretary. The office of the company is at Fort Dodge, Iowa.

M. Belpaire, the inspector general of railways in Belgium, has accepted for use on the roads of that country a railway carriage resembling a tramway omnibus, affording room for fifty passengers and carrying its own engine.

The report of the Buffalo and Lake Huron Railway Company for the half year ending June 30, 1876, shows a net balance of £11,967, and recommends a dividend of 4s. 3d. per share leaving £668 to be carried forward.

The Hartford, Providence and Fishkill Railroad Company has used a single track of 180 miles for thirty years, and has never seriously injured a passenger or had a collision of trains.

The line of the Bellaire and Southwestern (Ohio) Railroad has been extended to Athens. The capital stock of the company has been increased from \$500,000 to \$1,100,000.

Mr. Virgil Powers has been appointed general commissioner of the Southern Railway and Steamship Association, the position formerly held by Mr. Albert Fink.

Three gangs of men are at work upon the Keene and Greenfield (N. H.) Railroad in Marlboro' and other gangs in Hancock and Greenfield.

Hon. W. D. Bishop, of Bridgeport, Conn., has been elected President of the Watertown and Waterbury Railroad Company.



## MARSHAL'S SALES.

## Marshal's Sale.

George L. Douglass, trustee, &c., p/f's, against Louisville, Cincinnati and Lexington Railroad Company, debts, and cases heard therewith—Louisville Chancery Court, No. 27,787.

BY virtue of a judgment rendered in the above-named case and the cases heard therewith, the undersigned will,

ON MONDAY, DECEMBER 4, 1876,

sell at public outcry at the door of the court-house, in the city of Louisville, Ky., about the hour of 11 o'clock, A. M., to the highest bidder, the following described property, viz:

All the rights, properties and franchises of the Louisville, Cincinnati and Lexington Railroad Company, including all the right, title and interest of said company free from the liens, mortgages or claims of any kind of the parties herein except as hereinafter stated in and to its line of railroad from its depot on Brook st., in the city of Louisville, through the counties of Jefferson, Oldham, Henry, Franklin, Woodford, Scott and Fayette to its depot on Water st., in the city of Lexington, and from Lagrange Junction, in Oldham county, through the counties of Oldham, Henry, Carroll, Gallatin, Grant, Boone, Kenton and Campbell, to its junction in the city of Newport with the Newport and Cincinnati B-ridge, with all its improvements and appurtenances, right of way, lands adjacent thereto, depots, and the land upon which they are situate, and adjacent thereto, machine shops, round houses, cattle-pens, and the lands on which they are situate and adjacent thereto, turn-outs, side-tracks, switches, engines, passenger cars, baggage cars, freight cars, dirt cars, hand cars and all other rolling stock of every description, machinery, tools, implements, fixtures, furniture, whether in buildings owned by it or leased by it or the receiver, materials and supplies of every description, so as to vest in the purchaser all of the right, title and interest of said Louisville, Cincinnati and Lexington Railroad Company, and to all property owned by it or in which it has any interest on said day of sale except choses in action, and all its rights and franchises free from any lien or claim of any of the parties to this suit except as hereinafter stated.

The purchaser or in the event of his transferring his bid before confirmation of the sale and the transferee thereof being accepted by the court, such transferee shall in any event in addition to the amount bid by him be required to assume the following outstanding debts, and all the engagements and obligations of the mortgage and deed of trust given to secure them, viz: One hundred bonds of one thousand dollars each, executed by the city of Louisville, the payment whereof was assumed by the Louisville and Frankfort Railroad Company, and secured by deed of mortgage dated 20th November, 1854, and recorded in the Jefferson County Court clerk's office, in deed book —, page —. Said bonds mature July 1, 1881, and bear interest at 6 per cent. per annum from July 1, 1876, payable semi-annually on the 1st day of each July and January from January 1, 1877, to July 1, 1881, inclusive.

Twelve bonds of one thousand dollars each, executed by Louisville and Frankfort Railroad Company, and secured by deed of trust from said corporation to James Guthrie, Virgil McKnight and Joshua B. Bowles, dated March 12, 1857, five of which bonds mature July 1, 1877, and seven of which mature July 1, 1878, and all of which bear interest at 6 per cent. per annum, payable semi-annually from July 1, 1876, the first five bearing coupons payable January 1, 1877, and July 1, 1877, and the other seven bearing coupons payable January 1, 1877, July 1, 1877, January 1, 1878, and July 1, 1878.

In addition to the assumption of the above amounts, and the engagements and obligations of the above mortgage and deed of trust, the undersigned will first offer said property, subject to the assumption by the purchaser of the following amounts and of the engagements, obligations, rights, duties and powers of the deeds of trust given to secure them respectively, to-wit: three thousand bonds of one thousand dollars each, dated January 1, 1867, and due January 1, 1897, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each January and July from January 1, 1877, to January 1, 1897, both inclusive, and same secured by deed of trust from the Louisville and Frankfort and Lexington and Frankfort Railroad Companies to Norvin Green, trustee, dated January 1, 1867, and hereinafter called the Norvin Green trust deed.

Nine hundred and eighty-nine bonds of one thousand dollars, each dated April 1, 1870, and due April 1, 1900, bearing interest from October 1, 1876, at the rate of

8 per cent. per annum, payable semi-annually, on the first day of each April and October from April 1, 1877, to April 1, 1900, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to George L. Douglass, trustee, dated April 1, 1870, and hereinafter called the Douglass trust deed.

Three hundred and seventy-four bonds of one thousand dollars, each dated October 1, 1872, and due October 1, 1902, bearing interest from October 1, 1876, at the rate of eight per cent. per annum, payable semi-annually, on the first day of each April and October from April 1, 1877, to October 1, 1902, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to A. D. Hunt, trustee, dated October 7, 1872, hereinafter called the Hunt trust deed.

One million five hundred and eighty-two thousand five hundred dollars in bonds, some of one thousand dollars and some of five hundred dollars, each dated April 1, 1873, and due 1st January, 1903, bearing interest from July 1, 1876, at the rate of seven per cent. per annum, payable semi-annually on the first day of each July and January from January 1, 1877, to January 1, 1903, both inclusive, and same secured by deed of trust from the Louisville, Cincinnati and Lexington Railroad Company to James Lees, trustee, dated April 1, 1873, and hereinafter called the Lees trust deed.

When said property is so offered, subject to the assumption by the purchaser of the amounts secured as above by said six mortgages, and his assumption of the engagements, obligations, rights, powers and duties of said six mortgages, if an amount is bid equal to the amount of interest due and unpaid thereon regarding the bonds as not matured, together with unpaid costs of said mortgages, and costs of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first five mortgages (excluding the Lees trust deed), and his assumption of the engagements, obligations, rights, powers and duties of said five mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said five mortgages regarding the bonds as not matured, and unpaid costs of the said five mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bidder therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first four mortgages (excluding the Lees and Hunt trust deeds), and his assumption of the engagements, obligations, rights, powers and duties of said four mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said four mortgages regarding the bonds as not matured, and unpaid costs of said four mortgages and costs of sale, the undersigned will proceed to sell the property so subject, and accept the highest bidder therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first three mortgages (excluding the Lees, Hunt and Douglass trust deeds), and his assumption of and subjection to the engagements, obligations, rights, powers and duties of said three mortgages. When said property is so offered, if an amount is bid equal to the amount of interest due and unpaid under said three mortgages regarding the bonds as not matured, and unpaid costs of said three mortgages and of sale and James Taylor's claim, the undersigned will proceed to sell the property so subject, and accept the highest bid therefor. If no bid of such an amount is made, the undersigned will then offer said property subject to the assumption by the purchaser of the amounts secured as above by the first two mortgages (excluding the Lees, Hunt, Douglass and Green trust deeds), and his assumption of and subjection to the engagements, obligations, rights, power and duties of said two mortgages, and will accept the highest bidder therefor.

The purchaser, or in the event of his transferring his bid before the sale is confirmed, and his transferee being accepted by the court, such transferee will be required to execute a separate obligation to the mortgagee or trustee of each mortgage or deed of trust to which he buys subject, and shall, by such obligation, bind himself to the payment of the debts secured by such mortgage or deed of trust, principal and interest as and when they become due, and to the performance of all the engagements and obligations contained in said mortgage or deed of trust, and shall subject himself and the property purchased by him or future to be

acquired by him, as the owner of said railroad, to all the duties, conditions, engagements and obligations of said mortgage or deed of trust, and confer upon said mortgagee or trustee and his *cestui que trusts* all the powers, rights and duties conferred by the original mortgage or deed of trust, and in every way to bind himself and the property then owned and future to be acquired by him as owner of said railroad, and to confer upon said mortgagee or trustee and his *cestui que trusts* all the rights and powers as if he, the said purchaser, had been the grantor in said original mortgage or deed of trust, and the maker of said bonds and coupons.

If said property is sold subject to any other mortgages than the ones of the city of Louisville and Guthrie, McKnight and Bowles, it will be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57 and 60 months, for equal parts of the purchase money. If sold subject to these mortgages, it shall be sold on a credit of 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 33, 36, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66, 69, 72, 75, 78, 81, 84, 87, 90, 93 and 96 months, for equal parts of the purchase money.

The purchaser will be required to execute bonds, with good security, bearing interest from date until paid at 6 per cent. per annum, and said bonds will be drawn payable on or before the day of their respective maturities. The bidder accepted by the marshal will be required to at once deposit with said marshal the sum of \$20,000 as security for his compliance with the terms of sale, which sum the marshal shall at once pay into court, which may be withdrawn by the said bidder on confirmation of the report of sale. A lien will be retained on the property sold to secure the bonds of the purchaser, and any obligation executed by him for mortgages or deeds of trust assumed by him.

C. C. W. ALFRIEND,  
Marshal Louisville Chancery Court.

The Bethlehem Iron company, of Bethlehem, Penn., now owns and has running six blast furnaces, five of which, with a capacity of 60,000 tons per annum, are running on ordinary pig, and one, of 30,000 tons capacity, on spiegeleisen; an iron rolling mill, with a capacity of 20,000 tons of rails per year, and a Bessemer steel mill, turning out 59,000 tons of rails. The company employs about 2000 men, has a capital of \$2,000,000, and a bonded debt of \$1,000,000. For the last working year there was a loss on the iron work, but it was more than made up by the profit on the steel mill.

The survey for a narrow gauge Railroad from Boston to Stoneham, Mass., has been completed, and work will soon be commenced. It is proposed to have the road start from a point in Winthrop, where it will form a junction with the Boston, Revere Beach and Lynn Railroad, and pass through the towns of Everett, Malden and Melrose. The distance by the new road from Stoneham to Boston will be about nine miles, and passengers are to be landed at the present termini of the Boston, Revere Beach and Lynn road, at Rowe's wharf. The estimated cost of the new road is \$300,000.

The Mason Machine Works of Taunton, Mass., have contracted with the American Linen Mill Company of Fall River to furnish them seventy two pairs of mules—about 40,000 spindles—and will forthwith commence to execute the large order. The mule department of the works has now sufficient work on hand to keep it running at its fullest capacity for over six months.

At the annual meeting of the stockholders of the Texas and Pacific Railway, in Philadelphia, on the 8th inst., Thos. A. Scott was re-elected president; Frank S. Bond and John C. Brown vice presidents, and George D. Krumbhaar, treasurer.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.*.....100	\$3,500,000	J. & J.	July '78 34	Long Island.....50	\$3,000,000	M. & S.	May '78 10	Vermont and Mass.....100	\$2,800,000	A. & O.	Apl. '78 24
Atlanta and West Point.....100	1,232,200	J. & J.	July '78 3	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '78 3	Warren (N. J.).....100	\$1,800,000	A. & O.	Apl. '78 24
Atlantic and Gulf.....100	3,093,200	J. & J.	July '78 3	Louisv., N. Alb. & Ohi. 100	848,700	J. & J.	Jan. '78 44	Warwick Valley.....100	228,000	A. & O.	Apl. '78 24
Atlantic and St. Law.*.....100	39,494,900	M. & N.	Nov. '78 34	Louisville & Nashville.....100	8,980,000	F. & A.	Feb. '78 4	Westchester & Phil. pref. 100	821,300	J. & J.	July '78 24
Avon, Genesee & Mt. M.*.....100	1,228,000	A. & O.	Jan. '78 5	Louisv., N. Alb. & Ohi. 100	3,000,000	J. & D.	Dec. '78 3	West Jersey.....100	1,559,760	F. & A.	Feb. '78 4
Baltimore and Ohio.....100	13,151,962	M. & N.	May '78 5	Lowell and Lawrence.....100	200,000	A. & O.	Apl. '78 3	Winchester & Potomac*.....100	180,000	J. & J.	July '78 24
Washington Br. pref. 100	1,650,000	A. & O.	Apl. '78 5	Lykens Valley.....100	600,000	F.M.A.N.	Aug. '78 24	Winchester & Strasburg*.....100	800,000	J. & J.	July '78 24
Berkshire.....100	600,000	quarterly	July '78 12	Macon and Western.....100	2,600,000	J. & J.	July '78 5	Worcester and Nashua. 75	1,789,800	J. & J.	July '78 2
Boston and Albany.....100	1,172,000	J. & D.	Dec. '78 24	Maine Central.....100	2,400,000	M. & N.	May '78 5				
Bos. Cin. & Fitchb. pref. 100	20,000,000	M. & N.	Jan. '78 3	Manchester and Law.....100	1,000,000	M. & N.	May '78 5				
Agricultural Br. guar. 100	60,000	J. & D.	June '78 3	Maricetta & Cincinnati 50	1,408,912	M. & S.	Sep. '78 34				
Boz. & Mont. pref. 100	800,000	M. & N.	May '78 3	" 2d pref. 50	1,310,719	M. & S.	Sep. '78 34				
Boston and Lowell.....500	3,200,000	J. & J.	Jan. '78 3	Massachusetts.....100	400,000	F. & A.	Feb. '78 3				
Boston and Maine.....100	9,212,274	M. & S.	May '78 3	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '78 3				
Boston and Providence.....100	4,000,000	M. & N.	May '78 4	Michigan Central.....100	18,738,204	J. & J.	July '78 4				
Bost. Revere B. & Lynn.....100	3,000,000	quarterly	June '78 2	Mill Creek & Minehill* 50	323,875	J. & J.	July '78 5				
Buffalo, N. Y. and Erie*.....100	990,000	F. & A.	Aug. '78 34	Milwaukee and St. Paul.....100	15,399,261	A. & O.	Dec. '78 3				
Burlington and Mo. Riv. 100	524,203	M. & S.	Sept. '78 5	" pref. 100	12,274,488	A. & O.	Oct. '78 34				
Camden and Amboy*.....100	1,485,900	M. & S.	Sept. '78 5	M. Hill & Schuyl. Hav.* 50	3,856,480	J. & J.	July '78 34				
Camden and Atlantic.....50	377,400	quarterly	July '78 2	Morristown and Essex* 50	14,098,100	J. & J.	July '78 34				
Cape Cod.....50	838,352	quarterly	July '78 2	Nashua and Lowell.....100	800,000	M. & N.	Nov. '78 4				
Cape May and Millville*.....50	1,020,330	J. & J.	Jan. '78 24	Naugatuck.....100	1,885,900	F. & A.	Feb. '78 5				
Calais and Folsom.....50	447,000	J. & D.	June '78 3	Nesquehoning Valley*.....100	1,000,000	M. & S.	Mar. '78 5				
Calais and Folsom.....50	428,000	Novemb.	Nov. '78 6	Newark and N. York.....100	977,400	J. & J.	Jan. '78 34				
Catawba.....50	1,129,000	M. & N.	May '78 34	N. Bedford.....100	1,678,500	M. & N.	Jun. '78 10				
" pref. 50	2,200,000	M. & N.	May '78 34	N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '78 24				
Cayuga and Susq.*.....50	589,110	J. & J.	July '78 44	N. Haven & Northamp. 100	600,000	quarterly	Oct. '78 3				
Cedar Rapids & Mo. R.* 100	8,850,400	F.M.A.N.	Aug. '78 1	New Jersey.....100	7,295,200	quarterly	July '78 24				
Central of Georgia.....100	4,668,800	J. & J.	July '78 5	New London Northern* 100	1,418,800	quarterly	July '78 2				
Central of New Jersey.....100	20,625,000	quarterly	Apl. '78 24	N.Y. Cen. & Hudson R. 100	89,428,330	quarterly	July '78 2				
Central Ohio.....50	2,428,000	J. & D.	June '78 24	New York and Harlem.....100	8,500,000	J. & J.	July '78 4				
Central Pacific.....100	54,275,000	A. & O.	Oct. '78 4	" pref. 100	1,600,000	J. & J.	July '78 4				
Chemung.....100	280,000	quarterly	July '78 14	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	July '78 5				
Cheshire, preferred.....100	2,158,300	J. & J.	July '78 2	N. Y., Provid. & Boston.....100	2,600,000	quarterly	July '78 24				
Chicago and Alton.....100	9,649,100	M. & S.	Sept. '78 4	Nig. Bridge & Omand* 100	1,000,000	J. & J.	July '78 3				
Chicago, Burl. & Quincy.....100	27,512,842	M. & S.	Mar. '78 5	North Carolina.....100	4,000,000	irregular.	Jan. '78 3				
Chicago, Iowa & Nebraska* 100	9,916,200	J. & J.	July '78 5	N. Eastern (S. C.) pref. 100	96,000	M. & N.	May '78 4				
Chicago & N. Western.....100	14,994,600	J. & D.	Dec. '78 34	North Pennsylvania.....50	3,915,150	F. & A.	Aug. '78 3				
Chicago, R. I. & Pacific.....100	21,485,653	J. & J.	July '78 34	Northern Central.....50	5,842,000	J. & D.	Apr. '78 3				
Cin. Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '78 4	Northern N. Hampsh. 100	3,068,400	J. & D.	June '78 24				
Cin. Sand. and Cleve. 50	2,980,500	M. & N.	Apr. '78 10	Northern New Jersey* 100	1,000,000	J. & J.	July '78 4				
Cleveland & Mahoning* 50	1,491,275	F. & A.	Feb. '78 3	Norwich & Worcester* 100	2,004,400	J. & J.	July '78 5				
Cleveland & Pittsburg* 50	2,057,569	M. & N.	May '78 34	Ogdensb. & L. Champ. 100	3,077,000	J. & J.	July '78 2				
Columbus and Xenia* 50	1,126,150	M.J.S.D.	June '78 2	" pref. 100	2,000,000	A. & O.	Apl. '78 4				
Colum. & Hocking Val. 100	2,600,000	F. & A.	Aug. '78 4	Ohio and Mississippi.....100	20,000,000	quarterly	Mar. '78 34				
Concord.....100	1,600,000	M. & N.	May '78 5	Oil Cr. & Allegheny R. 50	4,250,450	quarterly	Jan. '78 3				
Concord and Port. 50	350,000	J. & J.	July '78 34	Old Colony.....100	6,733,500	J. & J.	Jan. '78 3				
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Feb. '78 3	Oswego and Syracuse* 100	482,400	F. & A.	Feb. '78 4				
Connecticut Rv. 50	2,100,000	J. & J.	July '78 4	Pacific of Missouri.....100	3,635,750	quarterly	July '78 14				
Cumberland Valley.....50	1,294,950	A. & O.	Apl. '78 3	Panama.....100	7,000,000	quarterly	July '78 2				
" 1st pref. 50	241,900	A. & O.	Apl. '78 4	Paterson and Hudson* 100	632,000	J. & J.	July '78 4				
" 2d pref. 50	245,000	A. & O.	Apl. '78 4	Paterson and Newar. 100	250,000	J. & J.	July '78 3				
Danbury and N. W. 50	600,000	J. & J.	July '78 14	Paterson and Ramap. 100	248,000	J. & J.	July '78 34				
Del. Lackaw. & Westn. 50	1,230,850	J. & J.	July '78 3	Pemb. & Hightstown* 50	342,150	J. & J.	Jan. '78 3				
Detroit & Milwaukee* 50	23,500,000	quarterly	July '78 24	Pennsylvania.....50	68,144,475	quarterly	Aug. '78 2				
Dubuque & Sioux City* 100	2,085,000	J. & D.	Dec. '78 7	Peoria & Bureau Val. 100	1,200,000	F. & A.	Aug. '78 4				
East Pennsylvania* 50	1,808,200	J. & J.	July '78 3	Philadelphia and Erie* 50	6,004,300	J. & J.	July '78 4				
East Mahanov. 50	522,950	J. & J.	July '78 20	" pref. 50	2,400,000	M.J.S.D.	June '78 3				
East Tenn. Va. & Ga. 100	1,985,274	A. & O.	Apl. '78 3	Phil. Ger. & Norristown 50	1,626,250	M.J.S.D.	June '78 3				
Eastern (Mass.).....100	4,997,000	J. & J.	July '78 3	Philadelphia & Reading 50	32,725,778	quarterly	Jan. '78 24				
Eastern (N. H.).....100	492,600	J. & J.	July '78 3	Phila. and Trenton.....100	1,269,100	quarterly	July '78 24				
Elmira, Jelf. & Canand* 50	500,000	F. & A.	Aug. '78 24	Phila. W. & Balt. 50	11,536,250	J. & J.	July '78 4				
Elmira & Williamsport* 50	500,000	M. & N.	May '78 24	Pittab. Ft. W. & Ohi.* 100	19,714,288	quarterly	July '78 14				
Erie Railway.....100	78,000,000	J. & J.	Oct. '78 3	" Special Imp. 100	2,000,000	quarterly	July '78 14				
Erie and Pittsburg*.....100	8,589,510	quarterly	Oct. '78 34	Pittsfield & N. Adams.....100	460,000	J. & J.	July '78 3				
Fitchburg.....100	4,000,000	J. and J.	June '78 14	Port and N. Keenebec.....100	616,700	J. & J.	Jan. '78 3				
Georgia.....100	4,200,000	J. and J.	July '78 4	Yarmouth certificates.....100	202,400	A. & O.	Apl. '78 3				
Great Western (Ca.).....100	9,237,404	A. and O.	Apl. '78 14	Port, Saco & Portsmouth 100	1,600,000	J. & J.	July '78 3				
Hanover & St. Joseph.....100	4,151,700	F. and A.	Aug. '78 34	Providence & Worcester 100	2,000,000	J. & J.	July '78 4				
Hanover Branch (ra.) 50	116,550	M. & N.	May '78 5	Raleigh and Gaston.....100	1,500,000	J. & J.	July '78 16				
Harlem Extension.....100	4,000,000	J. & J.	July '78 34	Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '78 4				
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '78 2	Roch. & Genesee Val.* 110	555,200	J. & J.	July '78 5				
Housatonic, pref. 100	880,000	quarterly	July '78 2	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '78 3				
Huntingdon & B'd Top. 50	880,000	J. & J.	July '78 34	Rutland.....100	2,480,000	F. & A.	Feb. '78 34				
Indiana Central.....100	29,000,000	F. & A.	Aug. '78 4	" preferred.....100	4,165,700	F. & A.	Feb. '78 34				
Indianapolis, Cin. & Laf. 50	7,625,000	M. & S.	Sept. '78 4	St. Croix and Penobscot.....100	100,000	J. & J.	July '78 2				
Iowa Falls & Sioux City* 100	2,000,000	quarterly	May '78 14	St. L., Alt. & T. route.....100	2,300,000	J. & J.	July '78 2				
Jefferson, Mad. & Ind. 100	1,500,000	quarterly	July '78 14	St. L., I. Mt. & South'n. 100	14,248,950	F. & A.	Feb. '78 3				
Joliet and Chicago*.....100	300,000	J. & J.	July '78 4	St. L., Kan. C. & North. 100	12,000,000	Nov. '78 24	Nov. '78 24				
Joliet & North Indiana.....100	49,465,550	F. & A.	Aug. '78 2	Saratoga and Schenec. 100	800,000	A. & O.	Apl. '78 34				
Lake Shore & Mich. 80. 100	4,580,000	F. & A.	Aug. '78 2	Schuylkill Valley* 50	676,000	J. & J.	Apr. '78 34				
Lawrence*.....100	450,000	quarterly	July '78 24	Seaboard and Roanoke.....100	1,151,400	M. & N.	May '78 4				
Leeds and Farmington* 100	800,000	J. & J.	Jan. '78 2	Shamokin V. & Pottav.* 50	869,450	F. & A.	Aug. '78 3				
Lehigh & Susquehanna.....100	8,789,800	M. & N.	May '78 5	Shore Line*.....100	998,800	J. & J.	July '78 4				
Lehigh Valley.....100	21,916,350	quarterly	July '78 24	South Branch (N. J.)* 100	438,300	F. & A.	Feb. '78 3				
Little Miami.....100	5,871,450	quarterly	July '78 2	South Carolina.....100	5,815,275	F. & A.	Feb. '78 2				
Little Schuylkill*.....50	2,464,100	J. & J.	June '78 24	South Western (Ga.) 100	3,939,900	J. & D.	Dec. '78 34				
				Ston. Island.....100	990,000	J. & J.	July '78 4				
				Stockbridge and Pitts.* 100	445,700	J. & J.	July '78 34				
				Stony Brook*.....100	287,200	M. & N.	Nov. '78 3				
				Summit Branch*.....50	4,125,000	F. & A.	Feb. '78 3				
				Sussex (N. J.).....100	317,870	J. & J.	Jan. '78 24				
				Syr. Bingham & N. Y.* 100	2,004,000	J. & D.	Dec. '78 5				
				Tannton Branch.....100	50,000	J. & J.	Jan. '78 4				
				Terre Haute & Indiana.....100	1,985,150	J. & J.	Jan. '78 5				
				Tol. Wat. & West pref. 100	1,000,000	M. & N.	May '78 3				
				Troy and Greenbush*.....100	274,400	J. & D.	Dec. '78 3				
				Union Pacific.....100	38,745,000	quarterly	July '78 2				
				Utica and Black River.....100	1,800,000	J. & J.	July '78 3				
				Vermont and Canada*.....100	2,800,000	J. & D.	June '78 24				

## CANALS

## MISCELLANEOUS



## Texas and Pacific Railroad.

The report of the Board of Directors of the Texas and Pacific Railway Co. show gross earnings for the year ending May 31 \$1,564,625; working expenses \$891,882; net earnings \$672,743; taxes, legal and other expenses \$174,476—leaving \$498,267 to pay interest amounting to \$487,500 on first and second mortgage bonds. Only nine miles of new road was built during the past year, making the entire length 833 miles. Within this month the road has been completed from Dallas to Fort Worth, and the work between Paris and Texarkana, altogether 124 miles, will be finished during the present week, making the entire line of completed road 444 miles. The road carried 10,110,924 passengers and transported 28,006,762 tons of freight one mile during the past year, against 7,458,460 passengers and 14,217,234 tons of freight the year previous.

## Statement of the Public Debt of the United States, August 1, 1876.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$260,000 00	\$1,083 33
6 per cent. 1881 bonds, 1861.....	18,615,000 00	\$2,076 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	4,725 00
6 per cent. 1881 bonds, 1861.....	189,321,350 00	946,606 75
6 per cent. 1881 bonds, 1863.....	75,000,000 00	376,000 00
5 per cent. 10-40 bonds, 1864.....	194,666,300 00	4,053,464 58
6 per cent. 5-20 bonds, 1865.....	150,558,650 00	2,255,379 75
6 per cent. consols, 1865.....	202,663,100 00	1,013,315 50
6 per cent. consols, 1867.....	310,922,750 00	1,553,113 75
6 per cent. consols, 1868.....	37,473,600 00	187,369 00
5 per cent. funded loan of 1881	516,569,500 00	6,460,743 75

Aggregate of debt bearing coin interest.....\$1,096,085,450 00 \$16,945,876 41  
Interest due and unpaid.....7,646,988 78

## DEBT BEARING INTEREST IN LAWFUL MONEY.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.

3 per cent. navy pension fund, 1865.....	\$14,000,000 00	\$35,000 00
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	55 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1858.....	5,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	931,650 00	4,063 64
6 per cent. 5-20 bonds, called March, 1864.....	1,000 00	1,496 37
6 per cent. 5-20 bonds, called June, 1864.....	1,378,900 00	35,756 06
6 per cent. 5-20 bonds, called 1866.....	145,300 00	2,785 71
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,576 35	2,070 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	208 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,900 00	105 00
6 per cent. treasury notes, 1861.....	3,100 00	372 00
7 3-10 per cent. 5 years' treasury notes, 1861.....	17,050 00	1,198 43
5 per cent. 1 year notes, 1863.....	60,485 00	3,036 35
5 per cent. 2 year notes, 1863.....	48,350 00	2,620 08
6 per cent. compound interest notes, 1862-64.....	326,620 00	65,585 53
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	188,400 00	12,895 25
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,000 00	258 06
3 per cent. certificates called.	5,000 00	894 31

Aggregate of debt on which interest has ceased since maturity.....\$3,297,700 26 \$261,924 13

## DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$66,792 50	
Legal tender notes, 1862-63.....	309,619,228 00	
Certificates of deposit.....	32,815,000 00	
Fractional currency, 1862-64.....	32,902,890 30	
Coin certificates, 1863.....	59,313,000 00	
Unclaimed interest.....		20,444 84

Aggregate of debt bearing no interest.....\$464,716,900 89 \$20,444 84

## RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$984,999,650 00	
Bonds at 5 per cent.....	711,685,900 00	
	\$1,696,685,450 00	\$24,592,865 19
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.....	14,000,000 00	25,000 00
Debt on which interest has ceased since maturity.....	5,297,700 26	201,924 13
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$66,792,500 50	
Certificates of deposit.....	32,815,000 00	
Fractional currency.....	32,902,890 30	
Coin Certificates.....	59,313,000 00	
	\$464,716,900 89	
Unclaimed interest.....		20,444 84
	\$2,178,700,111 15	\$24,860,284 16

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,203,550,345 31

## AMOUNT IN TREASURY.

Coin.....	\$59,843,694 73
Currency.....	12,590,349 52
Special deposit held for redemption of certificates of deposit as provided by law....	32,815,000 00
	\$105,249,044 25
Debt, less amount in Treasury, Aug. 1, 1876.....	\$2,098,301,311 06
Debt, less amount in Treasury, on the 1st ult. 2,099,439,344 99	

Decrease of debt during the past month... \$1,138,033 93  
Decrease of debt since June 30, 1876..... 1,138,033 93

## BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$129,425 60
Kansas Pacific bonds, 1862-64.....	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.....	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	9,852 80
St. Louis and Pacific bonds, 1862-64.....	1,623,320 00	8,141 60
Totals.....	\$64,623,512 00	\$323,117 56

Interest paid by United States, \$32,080,218 42; interest repaid by transportation of mails, &c., \$6,909,204 91; balance of interest paid by United States, \$25,171,013 51.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 31, 1876.

LOT M. MORRILL,  
Secretary of the Treasury.

The shipments to Cleveland of iron ore and pig iron from Escanaba, Mich., up to and including August 4, 1876, were: Iron ore, gross tons, 164 205; pig iron, gross tons, 4,670.

Henry Meiggs, the American Railroad builder in Peru, celebrated the Fourth of July by giving a grand ball at his residence in Lima.

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JUNE 1, 1876.

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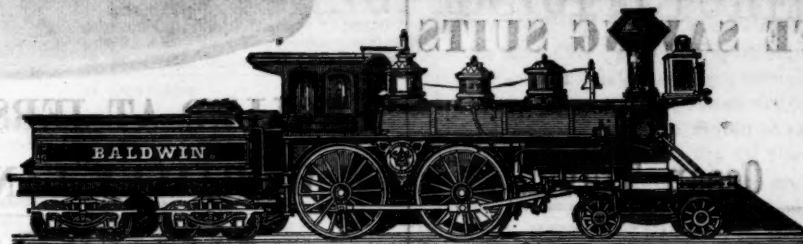
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This suit having been tested and approved by the most scientific and practical authorities, we now offer as a means of absolute safety from death by drowning. The invention now offered claims its superiority over all similar inventions, in that it floats the body in a vertical position in the roughest sea, preserves the natural calorific of the body for any number of days, with capacity for carrying provisions for ten days; and signals to attract attention from passing vessels.

This suit embodies three principles, which are imperative in a life-saving dress:

*First*—A buoyancy which supports the body in a vertical position, and maintains it as from a natural law.

*Second*—Protection from water and weather, and consequent chill.

*Third*—A commissariat department, to which is attached signals, with capacity for carrying valuables, etc., etc.

This suit is put on over ordinary clothing except shoes and hat, and can be put on inside of five minutes, and is let to passengers on transatlantic steamers at the low price of FIVE DOLLARS A TRIP.

"This life-dress is one of the most valuable inventions—perhaps the most valuable—to be found anywhere. It is an absolute preserver of life in the event of wreck or fire or any form of sea-accident, by which the vessel is destroyed. Had the *Schiller*, or any of the lost fleets of past years, been amply provided with these suits, no one life—except, perhaps, some infant's—need have been lost. Scarcely one of all the ships which in the past have sailed silently away and have never afterwards furled their sails and come to the shore again, would have gone down unstoried, with no survivor left to tell the dismal tale of collision, of ice-pack, of breakers, of hidden rock, of fire, or of destructive gale, had each and all borne these suits as a part of the outfit. With the history of the past strewn with wrecks of preciously freighted ships, who shall say that any device which robs shipwreck of its chief terrors, is not one of vast importance and priceless value?"

This Company also own THE BEST LIFE PRESERVER IN THE WORLD—can be adjusted in one second. It can be carried in the pocket. No person traveling either on the lakes, or river steamers, should be without one.

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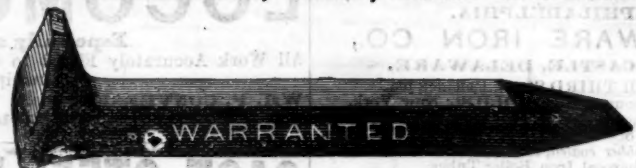
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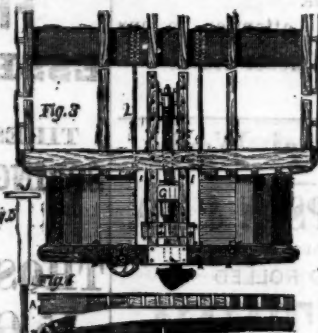
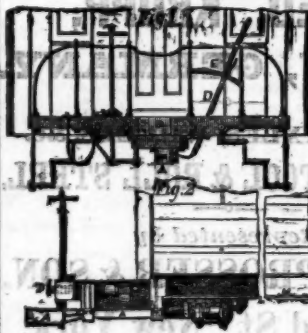
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